DARTFORD
BOROUGH COUNCIL

Joint Transportation Board

Councillor B Garden, DBC (Chairman)
Mr A Cecil, KCC (Vice-Chairman)
Mr M Brown, KCC
Ms B Fordham, KCC
Mr B Fryer, KCC
Mr T Mallon, KCC
Mr R Waters, KCC
Councillor J Ozog, DBC
Councillor C Pearce, DBC
Councillor D A Povey, DBC
Councillor A S Sandhu MBE, DBC
Councillor R J Wells, DBC
Parish and Town representatives:
Councillor L Howes, S&G Town Council
Councillor A Jessett, SH&H Parish Council

A meeting of the above Board will be held on

Tuesday 2 December 2025

at 7.00pm at the Civic Centre, Dartford

Chief Officer and Director of Corporate Services
Monday 24 November 2025

Civic Centre, Home Gardens, Dartford, Kent, DA1 1DR
Tel: 01322 343434 Fax: 01322 343422 Web:www.dartford.gov.uk

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JOINT TRANSPORTATION BOARD
AGENDA

Tuesday 2 December 2025

1. **Apologies for Absence**

2. **Declarations of Interest**

   To receive declarations of interest from Members including the term(s) of the Grant of Dispensation (if any).

3. **To confirm the Minutes of the meeting of the Dartford Joint Transportation Board held on 2 September 2025** **(Pages 1 - 14)**

4. **Urgent Items**

   The Chairman will announce his decision as to whether there are any urgent items and their position on the agenda.

5. **References from other Committees (if any)**

6. **Chairman's Update**

7. **Roadworks in the Borough of Dartford** **(Pages 15 - 36)**

   Members will be advised of the roadworks which were currently being undertaken or expected within the Borough.

8. **Bus Services Update**

   To receive updates on the following:

   - Bus Services Bill
   - Hoppit
   - Response for Openly Supported and School Services
   - CrossBus
   - Fastrack
   - Bean Tunnel Underpass

9. **Automatic Number Plate Recognition on Fastrack and at Junction 1B, M25**

10. **Dartford Bus Shelters Update**

11. **Parking Schemes Update**

12. **Lower Thames Crossing Update**

13. **Empowering local communities: South Eastern Railway's Customer and Community Improvement Fund invite proposals for local projects**

14. **Members Enquiry Items**

Members have the opportunity to raise the following:

- Questions in relation to capital and revenue funded works programmes
- Suggestions for future traffic regulation orders or street management proposals
- Questions on policies, plans and strategies related to highways, road traffic and public transport
- Suggestion of a future agenda item (subject to the Chairman's approval).

ITEMS FOR INFORMATION

15. **Kent County Council - Environment and Transport Cabinet Committee** **(Pages 37 - 70)**

For Members information the following has been attached for Members information: -

- Environment and Transport Cabinet Committee – Minutes of the meeting held on 17 July 2025
- Environment and Transport Cabinet Committee – Minutes of the meeting held on 9 September 2025

NB: If a Member wishes to discuss any of these items at the meeting, please advise the Member Services Section (01322) 343280 prior to the meeting.

DARTFORD BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

MINUTES of the meeting of the Joint Transportation Board held on Tuesday 2 September 2025 at 7.00 pm.

PRESENT: Councillor B Garden, DBC (Chairman)
Councillor A Cecil, KCC (Vice-Chairman)
Mr M Brown, KCC
Ms B Fordham, KCC
Mr B Fryer, KCC
Mr T Mallon, KCC
Mr R Waters, KCC
Councillor K J Grehan, DBC
Councillor E J Lampkin, DBC
Councillor C Pearce, DBC
Councillor A S Sandhu, MBE, DBC
Councillor R J Wells, DBC

Councillor L Howes, S&G Town Council
Councillor A Jessett, SH&H Parish Council

Guests

George Paterson, Senior Stakeholder Engagement Manager, Southeastern Railway
Ross Boyle, Senior Communications Manager, Network Rail
Isobel Hedley-Jones, Head of Fastrack, Go-Ahead
Andrew Walters, Highway Manager (Dartford and Gravesham), KCC

DBC Officers
Lukman Agboola, Principal Transport Planner
Toby Howes, Democratic Services

144. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Ozog and Povey.

Councillor Grehan attended as substitute for Councillor Povey and Councillor Lampkin attended as substitute for Councillor Ozog.

145. DECLARATIONS OF INTEREST

There were no declarations of interest.

146. TO CONFIRM THE MINUTES OF THE MEETING OF THE DARTFORD JOINT TRANSPORTATION BOARD HELD ON 10 JUNE 2025 AND MATTERS ARISING

It was noted that Councillor Lesley Howes (Greenhithe and Swanscombe Town Council) had attended the 10 June 2025 meeting.

RESOLVED:

That the minutes of the meeting of the Joint Transportation Board held on 10 June 2025 be confirmed as an accurate record.

147. URGENT ITEMS

The Chairman advised that bus route 477 was to be discussed under item 11 on the agenda, Dartford Bus Services Update.

148. REFERENCES FROM OTHER COMMITTEES (IF ANY)

There were no references from other committees for the Board to consider.

149. CHAIRMAN'S UPDATE

There were no updates.

150. SOUTHEASTERN TRAINS UPDATE

George Paterson, Senior Stakeholder Engagement Manager, Southeastern Railway, gave a presentation to the Board providing an update on Southeastern Railway services. He began by stating that the railway was becoming busier, with ten million more customer journeys in 2024-25 than the previous year, representing an 8% increase. Since the 2022-23 railway year, the increase in journeys was over 18%. Services continued to be monitored and adapted to accommodate this increase through listening to stakeholders and making targeted changes. Members saw a slide graphically demonstrating customer journey number both pre and post Covid pandemic. Passenger growth was slow and steady since the pandemic, however Mondays and Fridays were quieter than midweek days. However, peak hours remained much quieter than pre-covid, whilst the off-peak was as busy as 2019 levels.

George Paterson advised that the Southeastern Railway and Network Railway working partnership had one of the lowest railway cancellation rates in the country. However, Southeastern Railway and Network Rail were integrating more closely, moving from interfacing with each other to more joint activity, including joining together organisationally, digitally and culturally. The plans for the coming year would deliver more growth and reduce the Southeastern Railway tax subsidy by £50million, whilst delivering better performance from customers, more accessible journeys, better coordination and be more responsive through targeted investment and a safer and more inclusive experience for railway users and railway staff.

George Paterson advised that there would be a revised autumn timetable in 2025 to the one that operated in autumn 2024 to address performance issues and provide more resilience. This included many services being retimed to allow additional time for seasonal conditions, with trains starting earlier or arriving later. For those affecting Dartford, this included three morning and three evening peak services from Dartford to Cannon St via Charlton not stopping at St Johns station. In December there would be more High Speed train services and additional train services between Charing Cross and Dartford via Bexleyheath on weekday evenings, increasing the frequency to half hourly throughout the evening period. The changes had been made in response to customer feedback. There would also be more Class 377 Electrostar trains introduced to the Southeastern Railway train fleet. Further changes were planned for May 2026.

Ross Boyle, Senior Communications Manager, Network Rail, then updated the Board on planned line closures that are taking place in 2026. The key dates involved were Saturday, 8 February 2026 and Sunday, 9 February 2026 for preparation work, Saturday, 14 February 2026 and Sunday, 22 February 2026 for main works and Sunday, 1 March 2026 and Sunday, 5 April 2026 for follow-up work. Ross Boyle explained that the approach of delivering the work over nine consecutive days, plus two supporting weekends, allowed work to be done more quickly and so would benefit passengers sooner. This approach also provided more scope to bring forward more improvement work, thus giving passengers extra benefits. The alternative would have been to undertake the works over an approximate 12 to 14 weekends period, which would have been slower, inefficient and caused more overall disruption to passengers.

Ross Boyle then advised of the impact the works would have on services whilst they were being undertaken. This included there being no Southeastern Railway or Thameslink services operating between Slade Green, Barnehurst, Crayford, and Gravesend via Dartford, and no Thameslink services operating between Plumstead and Gravesend. Replacement bus services would be provided during these works, with details to be confirmed in the next few months. In addition, all Southeastern Railway Metro routes that passed through Dartford would be subject to change. High Speed services to and from St Pancras via Gravesend would continue to operate. The Board noted that a major awareness campaign about the line closures would take place to ensure passengers were fully aware of the changes to their journey and the alternative travel options available to them. Southeastern Railway and Railtrack were committed to keeping customers and stakeholders informed and to maintain dialogue up to and throughout the works. Any local community impacts from the work would be communicated and mitigations put in place. Residents would also be written to well in advance of the main closure.

During discussions, a Member noted that replacement buses between Dartford and Gravesend would pass through Swanscombe, which could be problematic, particularly as large double decker buses would be used. A Member commented that there was only one train an hour stopping at Farningham Road station after peak times and asked if increasing frequency of trains for this

station at off peak times was being considered. Another Member commented that train services were quite often cancelled due to lack of staff and he asked if this was a particular issue for train companies and was this due to the introduction of additional services. A Member sought clarification as to whether disabled passengers were entitled to receive financial assistance to use taxis when lift services at Dartford station were not in operation. Another Member commented that an additional £10 million investment would help address reducing cancellation of services.

The Chairman commented that during a Q & A session at a conference that he had attended in the summer about train services, passengers had expressed concerns that they often did not feel safe and he asked whether there plans to have more inspectors on trains and at stations. In respect of Greenhithe station, he noted that this station was even busier during rush hour as more school pupils were using the station since the withdrawal of the ferry service. Only one ticket machine was installed and often there were no station staff present and he asked if there were plans for a second ticket machine. He also requested performance figures on train services in future, including cancellation numbers.

In reply to questions from Members, Ross Boyle advised that the use of replacement buses during the works was being looked at and updates on arrangements would be provided.

George Paterson advised that in respect of passenger safety, a number of measures were being undertaken, including more staffing at gates to act as a deterrent and more body cameras for staff. He undertook to provide more information on passenger safety to the Board. George Paterson informed Members that there were ticket machine expansion plans and he would look into the possibility of an extra ticket machine at Greenhithe station. He added that Southeastern Railway was encouraging customers to purchase tickets using their mobile phones. In respect of running additional services at Farningham Road station during off peak hours, he would raise this at a train services planning meeting in December 2025.

George Paterson advised that he was not aware that additional services had made staff shortages a particular issue that resulted in services being cancelled, however he would take this matter up. He added that cancellation of services may sometimes be due to delays from an earlier running service and there were no particular issues in terms of recruiting and retaining staff. Members noted that disabled passengers would have their taxi fares paid when the lifts were not in operation at Dartford station and the taxis could be booked online.

The Chairman thanked George Paterson and Ross Boyle for their presentations and requested that details of the replacement bus services during the works be sent to Toby Howes, Democratic Services Officer, for distribution to Board Members, once the arrangements had been finalised.

151. FASTRACK UPDATE

Isobel Hedley-Jones, Head of Fastrack, Go-Ahead, gave a presentation updating Members on the Fastrack service. She advised that 90.51% of all services had been on time since January 2025, whilst overall 96.56% of mileage for all services had been completed since January 2025, with 100% mileage completed for the AZ route in July 2025. There had also been an average of 13% passenger growth for services per month since November 2024. Members were provided with the monthly mileage for all services from January up to July 2025 and the percentage of mileage for the year to date for each service. The mileage performance for E, F and AZ routes had been particularly strong. Challenges to mileage performance had been attributable to running end of life diesel vehicles on routes scheduled for the new electric buses that were due to be introduced. Members also noted the monthly on time performances overall and for each route, with a strong performance in particular between March and June 2025. Timetable changes had been implemented on 16 August 2025, which it was anticipated would improve performance for routes B and AZ in particular.

Isobel Hedley-Jones advised that the introduction of the F route had facilitated in improving performance on route B by removing a loop that had been introduced due to the Galley Hill Road collapse. This had also meant that there had been a significant increase in passenger numbers on route B. The F route had also performed consistently well. Members heard that on time performance at LCY3 bus stop on AZ route was good, however it often suffered from significant traffic. In order to mitigate this, there had been experiments in sending only every other bus via LCY3 bus stop, which worked well as the next bus stop was less than 5 minutes' walk away for Amazon workers using this route. Routes E and N had seen 81.46% and 7.98% increases in daily passenger numbers respectively since changes to these routes had been introduced. Further increases in passenger numbers were expected upon schools reopening after the summer holidays.

Isobel Hedley-Jones then provided details of the community engagements initiatives that were taking place, including:

- Weekly Meet the Manager
- Ellenor Art Trail
- Schools Engagement for Cherry Orchard Year 3s and Ebbsfleet Academy Careers Fair and Week
- Breastfeeding Awareness Week with Beside You
- Community Summer Fairs in Swanscombe, Ebbsfleet Green and Ellenor
- Chatty Bus
- The Go-Ahead Engineering Academy Engineering Apprenticeship

Up coming initiatives included:

- Leaflet for new mums, encouraging bus confidence
- Leaflet for Year 6/7s encouraging independent bus use

- Back to Schools information
- Fastrack Poppy Pin Badge
- Santa Bus and Christmas Fundraising

Isobel Hedley-Jones informed Members that Fastrack had attended Dartford's Big Day out on 12 July 2025 and had transported 7,623 passengers to the event.

During Members' discussions, a Member commented that performance on the F route had settled down, which could sometimes be affected by traffic congestion. There were instances of buses waiting in Tiltman Avenue in Greenhithe, which was not good for traffic flow and was also a safety concern. Members sought more information on the Chatty Bus initiative and what the funding split between Kent County Council (KCC) and Go-Ahead for community initiatives overall was. A Member commented that the community initiatives did not necessarily always benefit more rural areas of the borough where some services had been withdrawn and he therefore queried whether there should a priority on a focus on funding for such initiatives.

The Chairman asked whether there was an update on Fastrack's work with the police.

In reply to Members' questions and comments, Isobel Hedley-Jones acknowledged the issue at Tiltman Avenue, which involved the problem of finding room for the buses to turn and she stated that she would take up the issue with KCC to see how it could be resolved. In respect of Fastrack work with the Police, there had previously been a spate of anti-social behaviour incidences, including bus shelter vandalism, however work with the police had led to this no longer being such an issue and there had been a reduction overall in anti-social behaviour, with no particular problems on the Fastrack network in respect of this.

In respect of Chatty Buses, this gave the opportunity for local residents to engage with each other and it was hoped that the next event would take place in November 2025 and that there would be more events in the future. Further information was available about Chatty Buses on the Fastrack website. Members noted that Go-Ahead had a contract with KCC to undertake social initiatives who provided the funding which Go-Ahead then planned and undertook. Other bus companies also had similar agreements and Go-Ahead focused on local services and engaging with the community. Specifically, the focus was on what services Fastrack delivered that would benefit other services in the local area.

The Chairman added that the KCC subsidy funding for Fastrack required an element of social funding and not all other bus operators provided social interaction services as it was not part of their contract. It was a question for KCC to consider on whether a social element should be embedded in contracts for other services.

The Chairman thanked Isobel Hedley-Jones for her presentation and answers to Members' questions.

152. KENT COUNTY COUNCIL PUBLIC TRANSPORT UPDATE

The Chairman advised that this item was to be deferred to a future meeting as the KCC Bus Network Development Manager was unable to attend this meeting.

153. BUS SERVICES OPERATOR GRANT AND BUS SERVICES BILL UPDATE

The Chairman advised that this item was to be deferred to a future meeting as the KCC Bus Network Development Manager was unable to attend this meeting.

154. DARTFORD BUS SERVICES UPDATE

The Chairman referred to the email circulated to Members from Arriva providing punctuality figures on information on the 414 and 480 bus routes following reports of irregular services on these routes at a recent Development Control Board meeting.

A Member commented that he would be interested in data for frequency and punctuality of the 414 route both during morning and afternoons and in particular for school buses. Another Member stated that an 80% punctuality rate on the 414 route was not particularly impressive and was of concern, even taking into account the rush hour. He felt that the 414 route would benefit from a more regular service than the hourly service currently provided and that this should be raised with KCC, with possible options including offering an additional subsidy when reviewing this service. Another Member added that lack of buses and punctuality on school buses for this route would represent a significant problem.

The Chairman added that early morning services on the 414 route should not be experiencing delays, although it was acknowledged that punctuality was usually more of an issue in the afternoons. He concurred that it would be reasonable to approach KCC regarding the possibility of increasing frequency of buses on the route and that it could be compared with similarly complicated routes in the area.

A Member requested punctuality and reliability figures for the 483 route for the next meeting. The Chairman added that these figures would be useful to see if performance on this route was improving.

A Member commented on the need for there to be better data on bus services generally and asked if there was an easier way to flag issues when residents started to complain about certain routes. He felt that it would be useful to be provided figures at a granular level and should be data led through using dashboards to more easily identify trends and spot red flags.

The Chairman noted the point made by the Member and agreed that it would be desirable for such action to be taken forward and to compare figures. Isobel Hedley-Jones added that she had also noted this point and that more statistics could be provided by Fastrack.

A Member added that other providers, such as Arriva, should be made aware of the successes achieved by Fastrack.

A Member then raised his concerns about the Arriva 477 bus service, which was due to be withdrawn on 25 October 2025. Although a replacement service offered by Go Bus was welcomed, the service would be on a reduced basis as it was not profitable for them to operate the service currently offered. He emphasised that the 477 route provided an important service and he asked if there was a £23 million funding for KCC to subsidise services such as this route. In addition, the timetable proposed by Go Buses meant that the first bus would commence at 9.28am, which was too late a start. He suggested that Go Bus and KCC be written to outlining the concerns raised about the 477 service.

Another Member stated that she has used the 477 route and that this service also finished too early and a subsidy to extend hours to an earlier morning start time and later finish for the day would be welcomed. A Member stated that he had discussions with Go Bus on this matter when he was Chairman of the Board and he agreed that there was a need to write to KCC to raise concerns about the future of this route.

A Member referred to the subsidy available to KCC on bus services and asked how KCC made decisions on what to spend the subsidy on.

The Vice-Chairman, a KCC Member of the Board, acknowledged that the 477 route would have a reduced service as currently proposed and that he would approach KCC with regard to the possibility of a subsidy being provided for this route. Another KCC Member also stated that this matter could be looked at and KCC were reviewing funding allocations. The current funding criteria was being looked at and being reassessed.

Isobel Hedley-Jones added that Fastrack were also looking to see if they could provide a solution to the 477 route issue and would appreciate KCC funding on this if they were to help.

The Chairman concurred with the comments made in respect of the 477 route and the need to write to both KCC and Go Bus to raise the Board’s concerns and its suggestions as to how to overcome these.

155. DARTFORD BUS SHELTERS RENEWAL UPDATE

The Principal Transport Planner provided an update to the Board on this item and advised that the Bus Shelter Renewal scheme had gone out to tender. He informed Members that 65 bus shelters had been identified for renewal and the renewal contract would involve bus shelters having new roofs installed. There would be no advertising of food products high in sugar and salt content

displayed on the bus shelters and implementation of the scheme would commence in 2026. Consultation was taking place with residents as to what bus shelters would receive the new roofs. KCC was also similarly undertaking a bus shelter renewal scheme and the Council was working with them in consulting residents.

A Member asked if there were any cost implications to the Council in introducing the new bus shelter roofs and were there financial implications because of the advertising restrictions.

In reply, the Principal Transport Planner advised that there were no cost implications to the Council and that the supplier would receive funds from the advertisers. He added that the scheme represented a 'win, win' outcome for the Council and residents.

156. PARKING SCHEMES UPDATE

The Principal Transport Planner began by stating that the Dartford Town Centre Parking Study (DTCPOS) had been under consideration for a while which sought to address parking issues experienced by local residents, particularly in respect of commuter parking. He then circulated a map regarding proposals for the Dartford Town Centre Parking Study (DTCPS). The DTCPS sought to future proof the future of the town centre as developments were underway. The parking capacity for each road within the DTCPS area had been assessed. There had been a number of stages undertaken during the DTCPS, including consultation with residents, relevant ward councillors, key stakeholder organisations, local businesses and KCC. There would then follow detailed design, further statutory consultation and the drawing up of the necessary Traffic Regulation Orders for the wards involved. The Deputy Leader of the Council, who is the Cabinet Portfolio Holder for Town Centre and Climate Change and also a Town Centre Ward Member, and Councillor Wells, who was also a Town Centre Ward Member, had been consulted at every stage, including final proposals and the implementation stages would be put before Cabinet.

The Chairman then invited the Leader of the Council to address the Board.

The Leader of the Council began by stating that the DTCPS had taken a revised approach to parking in the borough and that parking schemes would only be implemented if residents had shown a clear desire for the schemes to happen. The Council did not gain much in terms of revenue from parking permits and there was engagement with Ward Members with their competing residents' views. Ward Members would then consider what they felt was best for their Ward and the streets concerned. This meant that an open, transparent approach was being taken. Decisions for the Cabinet to make were not always clear cut, as sometimes response rates to consultations were low and a decisive response from residents one way or the other was desirable.

A Member commented that some residents in Newtown Ward had opposed parking restrictions and it was important that the Council learnt from its

experiences of the DTCPS in future consultations. Some residents were also not aware of the consultation, or when it had started. Another Member, in noting that Newtown Ward Members had responded to the DTCPS, asked if residents were aware that Ward Members had participated and asked at what stage did the Ward Members become involved. A Member concurred with the Leader of the Council's comments regarding the consultation approach taken for the DTCPS.

The Vice-Chairman asked if businesses had been consulted during the DTCPS.

The Chairman sought clarification as to when the outcome of the DTCPS would be implemented and what would happen next.

In reply to comments and questions from the Board, the Principal Transport Planner advised that drop-in sessions were also held for residents and future consultation arrangements would be reconsidered following feedback from both residents and ward members. There would also be consideration given to the steps taken to raise resident awareness of consultations in future. Regarding Newtown Ward, Ward Members had not initially liked the proposals put forward, so revised proposals were subsequently drawn up. The DTCPS consultation also explained to residents that ward members were consulted and their responses were provided. Consultation results of both Newtown and Princes Wards were awaited before progression towards implementation stages. The Principal Transport Planner concluded by stating that the aim was to implement the results of the DTCPS during 2027 and would be implemented zone by zone. Residents would still have the opportunity to object to the implementation of any scheme at this stage.

The Leader of the Council added that the Cabinet reports would detail at what stage ward members were asked for their input during the DTCPS.

157. LOWER THAMES CROSSING UPDATE

The Principal Transport Planner advised that the Lower Thames Crossing (LTC) scheme was undergoing a review of the modelling stage and options for funding were being considered. It was hoped that construction would commence in the first half of 2026 and final completion of the scheme was anticipated to be in the mid 2030s.

158. BEAN ROAD TUNNEL UPDATE

The Chairman introduced this item and reminded Members that the purpose of the Bean Road tunnel was to provide a more direct route from Ebbsfleet to Bluewater Shopping Centre. The scheme had secured Government funding and a tendering process for construction of the tunnel was underway.

Isobel Hedley-Jones added that Fastrack were keen for construction of the tunnel to commence and that the alternative route currently in use was not ideal.

159. ROAD WORKS IN THE BOROUGH OF DARTFORD

Andrew Walters, Highway Manager (Dartford and Gravesham), KCC, referred to the Highways Forward Works Programme for 2024/25 and 2025/26 in the agenda pack. He then provided Members with an update on addressing potholes in Dartford Borough. A centralised scheme was in place in dealing with potholes and soon Members would be able to see what pothole works were taking place in their area. A 'pothole blitz' approach had been ongoing for over five years and involved patching work. Members were informed that the highways maintenance contract was coming to an end and a tender process was underway and was due to conclude soon. A new highways maintenance contract would commence in 2026 and would provide a reactive service to reported potholes.

Andrew Walters welcomed Members contacting him for any observations, concerns or questions they may have regarding potholes in the borough. The Chairman then asked if Members had any questions or comments to make at the meeting.

A Member commented that it was difficult to keep track of what potholes had been fixed. Another Member commented that KCC's key performance indicator (KPI) for pothole repairs county wide was good and he stated that Dartford Borough specific repair figures could be requested from KCC. He asked how funds were allocated to repair potholes. He also referred to the roundabout at Blue Star roundabout and the need for a legal agreement between National Highways and KCC to be completed so that KCC had powers to conduct moving traffic enforcement through using automatic number place recognition (ANPR) cameras.

The Chairman added that the bus lane at Blue Star roundabout also needed to be moved to a more suitable location.

In reply to the comments and questions from Members, Andrew Walters advised that steps were being taken to have a more centralised system of compiling pothole statistics, including repairs undertaken so that all data was available from one source. Dartford Borough had received a slightly larger allocation of funding for pothole repairs this year compared to last year and decisions for allocations were strategic based. Regarding Blue Star roundabout, a timeframe for resolving the issue was being drawn up and a meeting with National Highways to discuss the matter was taking place on 3 September 2025. Andrew Walters would raise the issue regarding the possibility of relocating the bus lane at the roundabout.

Andrew Walters then provided an update on Galley Hill Road and made the following points:

- Work continued with the design consultants in refining the two remedial options for the Galley Hill collapse: a bridge or an earth reinforced embankment.

- Additional ground investigation (GI) works are planned at the base of the spine along with additional ones on the spine to inform detailed design and more accurate options costings that are due to take place in the autumn of 2025.
- Discussions continued with Natural England regarding the quarry on the northern side of the road, which is a Site of Special Scientific Interest (SSSI) and arranging access to the site for GI, ecological surveys and during construction. Contact with the official receiver for London Resort Holdings, who is handling access to and the potential sale of the land on which the SSSI sits to the south of Galley Hill Road, had been made.
- The Department for Transport had advised of a new 'Structures Fund' £1 billion backed renewal of broken bridges, ruined roads and tired tunnels and new Thames Crossing funding specifically aimed to fund solutions for highway assets (such as Galley Hill). The fund will be available from April 2026. There was currently no new information on how this pot will be allocated to local authorities, whether it will be bids, expressions of interest or through other ways.
- KCC continued to develop a full business case ready for when bidding/allocation arrangements for the fund are available.
- Given that Galley Hill Road was cited as being the inspiration for the fund, it was hoped that KCC would receive some funding.
- In the meantime, KCC had secured funding to enable the design and business case work to continue. A significant proportion of this would fund the second round of GI. KCC continue to look at alternative funding opportunities locally and across governmental departments.

Andrew Walters added that some additional investigatory work on the site would be carried out on in early September 2025, the results of which would support KCC's legal case, where it was hoped that works could then commence in late autumn 2025. Regular inspections of the site continued to deal with damage to traffic management, diversionary signs, fencing and other matters.

A Member asked what the timeframe was for the business case and design stages.

In reply, Andrew Walters stated that he would endeavour to provide more information to report back to the Board.

160. MEMBERS ENQUIRY ITEMS

No specific matters were raised by Members at this stage of the meeting.

161. KENT COUNTY COUNCIL - ENVIRONMENT AND TRANSPORT CABINET COMMITTEE

RESOLVED:

That the Board noted the contents of the minutes of the KCC Environment and Transport Cabinet Committee meeting held on 25 February 2025.

The meeting closed at 9.12 pm.

Councillor B Garden
CHAIRMAN

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To:	Dartford Joint Transportation Board
By:	KCC Highways and Transportation
Date:	**2nd December 2025**
Subject:	Highways Forward Works Programme: 2024/25 and 2025/26
Classification:	Information Only

Summary: This report updates Members on the identified schemes approved for construction

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1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2024/25 and 2025/26.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. this reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. In October 2022 we replaced this with a programme covering the years 2022/23 - 2023/24, and we have now produced a new two-year programme covering the years 2024-25 – 2025-26. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2026/27 - 29028-29 and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:
https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D
- **Casualty Reduction Measures**
- **Externally Funded Schemes**
- **Major Capital Programme**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Road Markings – see Appendix I

Conclusion

1. This report is for Members' information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Richard Emmett	Senior Highway Manager West Kent
Andrew Walters	Dartford Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager
Lee Burchill	Major Capital Programme Manager
Jonathan Dean	Highway Manager Special Projects/HSR/Signs & Lines

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	**Parish**	**Extent of Works**	**Current Status**
A225 Princes Road	Stone	Between Junction 1b (M25) and Park Road roundabout including roundabout circulation area	Completed
A225 Princes Road	Dartford	Darenth Roaf to Park Road	Completed
B260 Green Street Green Road	Darenth	From Gore Road Roundabout to Ladywood Road	Completed
A2018 Old Bexley Lane	Dartford	A2 Rochester Way to Rochester Way (Dartford Heath Roundabout)	Completed
Hawley Road	Sutton at Hone	Mill Road To Church Hill	Programmed 10th November 2025
A296 Watling Street	Stone	St James Lane to Bean Lane	To be programmed
A225 Lowfield Street	Dartford	Instone Road to Cranford Road	Currently proposed for financial year 2026/27
B260 Green Street Green Road	Darenth	Sandbanks Hill to Whitehill Road	Currently proposed for financial year 2026/27
Parsonage Lane/Darenth Hill	Sutton At Hone/Darenth	Main Road to Green Street Green Road	Currently proposed for financial year 2026/27
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	**Parish**	**Extent and Description of Works**	**Current Status**
Elm Road (Phase 1)	Dartford	Footway Reconstruction Between Hawthorn Road and Laburnum Avenue.	Designed and currently programmed to commence in January 2026

James Road	Dartford	Footway Reconstruction Full Extent	Completed
Milton Road	Swanscombe	Footway Reconstruction Sections throughout the Entire length	Designed and currently programmed to commence in January 2026
Riverside Way	Dartford	Footway Reconstruction Full Extent	Completed
Windsor Drive	Dartford	Footway Reconstruction Full Extent	Completed
Heath Lane Upper	Dartford	Footway Preservation The western footway from the Oakfield Lane roundabout to the A2 overbridge (including the overbridge).	Completed
Heath Lane Upper	Dartford	Footway Reconstruction The western footway from the A2 overbridge to the PROW.	Completed
Elm Road (Phase 2)	Dartford	Footway Reconstruction Between Hawthorn Road and Oakfield Lane.	Currently proposed for financial year 2026/27
Gore Road	Darenth	Footway Reconstruction Western Footway from the junction with Lunedale Road to approx. No. 14	Currently proposed for financial year 2026/27
Cedar Drive	Sutton at Hone	Footway Preservation From the junction with Devon Road to Main Road	Currently proposed for financial year 2026/27
Harold Road	Hawley	Footway Preservation From the junction with Shire Road to Saxon Road	Currently proposed for financial year 2026/27
Surface Treatments – Contact Officer Mr Aaron Divall			
Road Name	**Parish**	**Extent and Description of Works**	**Current Status**

Fawkham Avenue	Longfield	New Barn Road to Nurstead Avenue	Planned Spring/Summer 2026
Goss Hill	Hawley	Barn End Lane to Lower Road	Planned Spring/Summer 2026
New Barn Road	Southfleet	Station Road to Southfleet Village Gateway	Planned Spring/Summer 2026
Farnol Road	Dartford	Littlebrook Manor Way to Henderson Dr	Planned Spring/Summer 2026
Darenth Road South	Darenth	Darenth Hill to End	Planned Spring/Summer 2026
Summerhouse Drive	Bexley	Joydens Wood Road to Tile Kiln Lane	Planned Spring/Summer 2026
Foxhounds Lane	Southfleet	Station Road to Park Corner Road	Planned Spring/Summer 2026
Heathclose Road	Dartford	Shepherds Lane to Heath Lane Upper	Planned Spring/Summer 2026

Appendix B - Drainage

Drainage Repairs & Improvements - *Contact Officer Earl Bourner*			
Road Name	**Parish / Town**	**Description of Works**	**Current Status**
Forge Lane	Higham	Installation of new gully and pipework.	Works Completed 21/02/2025.
High Street	Northfleet	Drainage pipework repairs	Works Completed 02/05/2025.
London Road (Elephant Pub)	Northfleet	Drainage pipework repair.	Works Completed 03/04/2025.
Harvel Road	Meopham	Drainage kerbing and improvements.	Works Completed 25/04/2025.
Milton Road	Gravesend	Drainage investigation work.	Works Completed 13/06/2025.
Parrock Street	Gravesend	Drainage pipework repair.	Works completed, further work to be raised.
Tanyard Hill	Shorne	Drainage CCTV investigation.(To finish from previous work)	Works completed 18/10/2025.
Wrotham Road (Opposite Spar)	Meopham	Drainage pipework repair.	Awaiting Programming.

Whitepost Lane, Culvertstone	Meopham	Drainage repair work.	Works completed 11/06/2025.
Wrotham Road (A2 Bridge)	Gravesend	CCTV Works completed, discussions being had with Network Rail over lagoon ownership.	Works completed 08/08/2025.
Central Avenue	Gravesend	Drainage repair work	Awaiting programme date.
Harvel Road	Meopham	Drainage repair work.	Works completed 28/09/2025.

Appendix C – Street Lighting

Structural testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – *Contact Officer Sue Kinsella*			
Road Name	**Location**	**Description of Works**	**Status**
Nine Elms Grove BNAP501	Pelham	Structural Signpost Replacement x 1	Job issued target completion date 02/09/2025 to be programmed
The Avenue BTAJ503	Pelham	Structural Signpost Replacement x 1	Job issued target completion date 23/01/2026
St Francis Avenue BSCK501,BSCK508	River View	Structural Signpost Replacement x 2	Job issued target completion date 02/09/2025 to be programmed
St Georges Crescent BSCM507	Singlewell	Structural Signpost Replacement x 1	Job issued target completion date 23/01/2026
Valley Drive BVAD511	Singlewell	Structural Signpost Replacement x 1	Now on column BVAD011
Rochester Road BRAE582	Westcourt	Structural Lit Signpost replacement x 1	Job issued target completion date 06/09/2025 to be programmed
St Benedicts BSCD502	Westcourt	Structural L/Col Replacement x	Job completed
St Margarets BSCV001	Westcourt	Structural Replacement L/Col x1	Job issued target completion date 02/09/2025 to be programmed
Alfred Road BAAP005	Woodlands	Structural Replacement L/Col x1	Job completed
Sandown Road BSAM001	Woodlands	Structural Replacement L/Col x1	Job completed
The Fairway BTAT503,BTAT503/603	Woodlands	Structural Replacement Lit Signpost x2	Jobs completed
Barth Street BBAD513	Central	Structural Replacement lit signpost	Job completed
Wrotham Road BWCI052 BWCH013, BWCH016	Woodlands	Structural Replacement L/Col x 3	Jobs programmed 09/12/2025

Singlewell Road BSBK017,BSBK033,BSB	Singlewell	Structural Replacement L/Col x 3	Jobs programmed 07/11/2025
Everest Close BEAV003	Painters Ash	Structural Replacement L/Col x1	Job completed
Vale Road BVAA002	Northfleet South	Structural Replacement L/Col x1	Job issued target completion date 11/10/2025 to be programmed
Goodwood Crescent BGAX001	Woodlands	Structural Replacement L/Col x 1	Job completed
Green Farm Lane BGBG001	Shorne Cobham/Luddesdown	Structural Replacement L/Col x 1	Job issued target completion date 17/10/2025 to be programmed
Orchard Road BOAM012	Northfleet South	Structural Replacement L/Col x 1	Job completed
Watling Street BWJO046, BWJO059	Gravesham	Structural Replacement L/Col x 2	Job issued target completion date 22/09/2025 to be programmed
Clarence Place BCCB001, BCCB502	Central	Structural Replacement L/Col x 1 Structural Lit Signpost Replacement x 1	Jobs issued target completion date 15/10/2025 to be programmed 15/09/2025
Thames Way BTCX505,BTCX504, BTCX558,BTCX559, BTCX560,BTCX561	Pelham	Structural Replacement Lit Signpost x 6	Planned for spring 2026
Coldharbour Road BCCP528,BCCP523	Coldharbour	Decision made to permanently remove both refuge beacons	Job Completed
New House Lane BNAH509	Coldharbour	Decision made to permanently remove refuge beacon	Job issued target completion date 23/09/2025 to be programmed
Instead Rise BIAG501	Instead Rise	Structural Replacement Lit Signpost x1	Job programmed 07/11/2025
Church Street BCBY504,BCBY513	Pelham	Structural Replacement Lit Signpost	Jobs completed
Gravesend Road BGAE533 BGAE532	Higham	Structural Replacement Lit Signpost	Jobs completed

Dover Road East BDBC507	Northfleet South	Structural Replacement Lit Signpost	Job issued programmed 7/11/2025
Arthur Street BAAX508	pelham	Structural Replacement Lit Signpost	Job completed

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes Dartford Borough, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 30th October 2025.

Local Transport Plan Funded Schemes		
Road Name	**Description of Works**	**Current Status**
Casualty reduction measures (reactive) – Dartford		
24-DA-CRM-1481 A226 St Clements Way/London Road, Roundabout, Greenhithe	Enhance road markings and traffic signs for Westbound approach to roundabout to encourage compliance with give way. Lining refresh for entire junction and approaches.	Scheme completed in Quarter 1 2025 (Apr-Jun).
24-DA-CRM-1482 A225/Park Road/B260 Roundabout, Dartford	Road marking refresh using enhanced material specification.	Scheme completed in Quarter 2 2025 (Jul-Sept).
25-DA-CRM-1855 B255 Bean Lane Jct A2 West Bound Slip	Installation of destinations in lanes on the southbound radius of the roundabout.	Scheme completed in Quarter 2 2025 (Jul-Sept).
LTP Schemes – Dartford		
THERE ARE NO PROJECTS OF THIS TYPE TO REPORT		

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within Dartford Borough funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

Externally Funded Schemes – *Contact Officer: Emma Tilbury*			
Road Name	**Description of Works**	**Source of Funding**	**Current Status**
THERE ARE NO PROJECTS OF THIS TYPE TO REPORT			

Major Capital Programme

The Major Capital Programme team is implementing schemes within Dartford Borough in line with Kent County Council's strategic targets with the road network.

Externally Funded Schemes – *Contact Officer: Kirandeep Kunner*			
Project Name	Description	Source of Funding	Current Status
Bean Road Underpass	Infrastructure scheme to provide a Fastrack busway and a footway/cycleway linking Eastern Quarry and Bluewater.	Bus Service Improvement Plans	Initial surveys starting early 2026, and main construction expected to commence in spring 2026. Plans are in place to engage with local residents and Bluewater.
EDC Landscaping Enhancements	Enhanced landscaping across Ebbsfleet area, including highway verges to enhance biodiversity and identity of Ebbsfleet as a garden city.	EDC Grant	Procurement activities for Phase 1 are set for winter 2025, and construction is expected to be completed by summer 2026. Construction for the remaining schemes in Phase 2 are expected to commence construction in winter 2026-2027.
Green Corridors Phase 3	Project to further connect developments around Ebbsfleet Garden City to usable walking and cycling infrastructure. The programme will provide up to 20 small scale improvements and 2 large scale improvements to existing routes alongside up to 6 new routes.	Developer Contributions	Site 6 (National Cycle Route 177 to Hall Road) Contract has been awarded but construction will not commence until the completion of site 8, which is anticipated to be early 2026. Construction on Site 8 (Pepper Hill junction with Hall Road roundabout to Springhead Parkway) and Site 11 (College Road to Vicarage Drive) will begin construction in winter 2025. Site 2 (Thames Way) Phase 3b is in pre-construction and scheduled to start in early 2026. Site 4 (Ebbsfleet Academy Ramp) Phase 2 is targeting spring 2026 for construction.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – *Contact Officer: Dave Miles (unless shown otherwise) Updated 06-02-24.*				
Scheme Name	**MasterGov Ref: -**	**Parish/Town**	**Description Of Works**	**Current Status**
Hedge Place Road	**DA091**	**Stone**	**Provision of new carriageway, footway, drainage & street lighting along frontage of residential development**	**File passed to LADC (Natalie Peach)**
Hedge Place Road	**DA3026**	**Stone**	**Provision of footway to existing properties as part of development see DA091**	**Passed to LADC (Natalie Peach)**
Former GSK Site – Junction B	**DA3050**	**Dartford**	**New signalised junction in Central Road**	**Adopted**
Instone Road	**DA3077**	**Dartford**	**Alteration to existing access for Lidl store**	**Awaiting remedials (Natalie Peach)**
Darenth Road (Acacia Hall)	**DA3091**	**Dartford**	**Provision of improved access (crossing Fastrack) to serve Acacia Hall site.**	**Awaiting As Built Construction records (Natalie Peach)**
Mounts Road	**DA3095**	**Greenhithe**	**Provision of new bell mouth access for access into Eastern Quarry**	**Substantially complete but remains in use for construction access**
Market Street	**DA3106**	**Dartford**	**Town Centre Regeneration Phase 1**	**Adopted**
Highfield Road/West Hill/Spital Street/Westgate Road	**DA3111**	**Dartford**	**Town Centre Regeneration Phase 2 Junction 2**	**Works Completed**
Lowfield Street (Phase 1 south of Heath Street)	**DA3129**	**Dartford**	**Improvements to existing footway as part of residential development by Bellway.**	**Substantially complete site access remains in use**
London Road, Stone	**DA3156**	**Dartford**	**New signalised junction**	**Partially completed, completion works to start in August**
Crossways Boulevard	**DA3205**	**Stone**	**Provision of Access to serve residential development adj. to St Mary's Road.**	**(James Pronger) Work significantly completed awaiting streetlighting sign**

				off
Craylands Lane/London Road	**DA3254**	**Swanscombe**	**Formation of access into residential development with associated highway improvements.**	**Awaiting remedials (Natalie Peach)**
Instone Road/Lowfield Street	**DA3263**	**Dartford**	**Town Centre Regeneration Phase 2 Junction 1**	**Substantially completed remaining work programmed.**
Gilbert Close	**DA3341**	**Swanscombe**	**Alterations to existing highway as part of residential development.**	**Awaiting submission.**
Watling Street	**DA3368**	**Bean**	**Access off A296 to serve Bungalow Yard**	**Awaiting Enforcement by EDC of illegally constructed access**
Home Gardens	**DA3380**	**Dartford**	**Paving improvements and bus shelter adjacent to footbridge on south side**	**Awaiting H & S file.**
High Street	**DA3441**	**Dartford**	**Town Centre Regeneration Phase 1A**	**Substantially complete. Street lighting outstanding.**
Parsons Lane	**DA3447**	**Wilmington**	**Coach Park & traffic calming for schools**	**Substantially complete**
Keary Road	**DA3448**	**Swanscombe**	**Amended access for development at rear of Nos. 111-125**	**Awaiting submission**
Common Lane	**DA3452**	**Wilmington**	**New raised table to replace speed hump**	**Completed RSA3 awaited.**
Hythe Street	**DA3455**	**Dartford**	**Town Centre Regeneration Phase 3**	**S278 reviewed and comments returned to designer.** **(Alan Aston)**
Stone Place Road	**DA3459**	**Stone**	**New bell mouth access**	**Works completed, certificate 1 issued (Jamie Hare)**
London Road	**DA3463**	**Stone**	**New access**	**Agreement Signed awaiting start date**
Lowfield Street	**DA3469**	**Dartford**	**Footway north of Heath St. on east side as part of Bellway development**	**Submission rec'd. comments returned**

St James Lane	**DA3470**	**Stone**	**New bell mouth access to Stone Pit 2 Development**	**Works Underway**
Spital Street	**DA3474**	**Dartford**	**Town Centre Regeneration Phase 3**	**Works to start August 2025 (Alan Aston)**
Watling Street	**DA3471**	**Stone**	**New traffic signal-controlled junction into Stone Pit 2 development**	**Works Substantially completed. (Jamie Hare)**
London Road (Cotton Lane)	**DA3477**	**Stone**	**Access off Roundabout**	**(James Pronger) Works completed awaiting RSA 3**
London Road (Cotton Lane)	**DA3465**	**Stone**	**New Right hand turn lane for future development**	**James Pronger Works completed awaiting RSA 3**
Lowfield Street	**DA3479**	**Dartford**	**Raised table at Heath St. junction as part of Bellway development**	**Agreement signed start date to be agreed**
Lowfield Street	**DA3483**	**Dartford**	**Revised temporary access for Bellway site**	**Agreement signed start date to be agreed**
Oakfield Lane	**DA3489**	**Wilmington**	**New access to development**	**Awaiting drawings to review**
Hythe Street , Home Gardens , Westgate Road	**DA3491**	**Dartford**	**Regeneration Scheme**	**Drawings under review**
London Road	**DA3493**	**Stone**	**New footway tie in to existing footway**	**Drawings under review**

Appendix F – Bridge Works

Currently, there is no work planned in Dartford district.

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - *Contact Officer: Toby Butler*		
Location	**Description of Works**	**Current Status**
No Works Planned		

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Dartford Borough.

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 30th October 2025.

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Dartford Borough, Andrew Walters.

Details of Scheme	Status
THERE ARE NO PROJECTS OF THIS TYPE TO REPORT	

Appendix I – Road Markings

This year will see the commencement of a multi-year strategic lining programme for the renewal of road markings, focusing initially on the Resilient Highway Network and A road network, with a view to expanding this to the B road network in time (dependent on funding).

A five-year programme has been developed, and will be reviewed and sense checked annually, with input from local district teams to ensure this programme remains sensitive to local requirements.

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged.

Road Marking Renewal Programme – *Contact Officer: Jonathan Dean*			
Road Name	**Parish/Town**	**Extent of Works**	**Current Status**
B260 Green Street Green Road	Darenth	From New Barn Road to Darenth Hill	Complete

Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Richard Emmett / Andrew Walters 03000 418181

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KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Thursday, 17 July 2025.

PRESENT: Mr J Defriend (Chair), Mr P Thomas (Vice-Chair), Mr A Brady, Mr M Brice Mr W Chapman, Mr B Fryer, Mr J Henderson, Mr M A J Hood, Mrs S Hudson, Ms I Kemp, Mr M Paul, Mrs B Porter, Mr T Prater, Mr R Waters and Mr D Burns (Substitute for Mr Palmer)

ALSO PRESENT: Mrs Rebecca Drake-Hopkins Mr P Osborne (Cabinet Member for Transport) Mr D Wimble (Cabinet Member for Environment)

IN ATTENDANCE: Mr S Jones (Corporate Director for Growth Environment and Transport) Ms H Chughtai (Director of Highways and Transportation), Mr M Smyth (Director of Environment and Waste), Mr P Lightowler (Head of Public Transport), Ms H Shulver (Head of Environment) Mr A Loosemore (Head of Highways) Mr M Wagner (Chief Analyst) Susan Reddick (Head of Resource Management and Circular Economy and Kay Groves (Service Delivery Manager)

UNRESTRICTED ITEMS

1. Election of Chair
(Item 2)

(The Clerk presided over this item)

1. Mr J Defriend had been nominated by the Leader to be the Chair of the Environment and Transport Cabinet Committee.

2. The Committee agreed this nomination and Mr Defriend was declared as Chair of the committee.

RESOLVED that Mr J Defriend be elected Chair of the Environment and Transport Cabinet Committee

2. Election of Vice -Chair
(Item 3)

1. Mrs B Porter proposed, and Mr M Paul seconded that Mr P Thomas be elected Vice-Chair of the Environment and Transport Cabinet Committee.

2. No further nominations were received,

therefore the Chairman declared Mr Thomas as Vice-Chair of the committee.

RESOLVED that Mr P Thomas be elected Vice-Chair of the Environment and Transport Committee.

3. Apologies and Substitutes
(Item 4)

Apologies were received from Mr R Palmer for whom Mr D Burns substituted.

4. Declarations of Interest
(Item 5)

No declarations of interest were received.

5. Minutes of the meeting held on 25/02/2025
(Item 6)

Mr M Brice queried paragraph 15 *'improved cycle path adjacent to the main road'*

The Clerk noted the query and would investigate, respond, and amend if required.

RESOLVED that the minutes of the meeting held on 25 February were a correct record and that they be signed by the Chair.

6. Introduction to Highways and Transport Division
(Item 7)

Mr P Osborne - Cabinet Member for Transport introduced the report. Ms H Chughtai Director of Highways and Transport and Mr S Jones – Corporate Director Growth, Environment and Transport – were in attendance.

1. Mr P Osborne prefaced the report

2. Ms H Chughtai introduced Members to the comprehensive portfolio of The Highways and Transport Service responsible for managing, operating, upgrading, modifying, and constructing local roads—KCC's most extensive and valuable asset group. In addition to this, the service played a key role in supporting the delivery of essential public transport, particularly bus services and school transport, directly serving a customer base of over 250,000 people.

3. Members asked a number of questions relating to the report

   (a) Officers responded to the questioning on the Bus Service Improvement Plan Funding (BSIP) and where current funding was directed. BSIP funding was linked to the BSIP Plan published in October 2021 and revised in July 2024. The BSIP document available on the KCC website highlighted the areas within which KCC aimed to deliver an improved bus network.

(b) The post pandemic off peak market had remained down by 30%, with operating costs having risen by 30-40%. KCC had taken the decision to protect the service after significant service withdrawals had been observed. Basic funding currently supported 62 services to a cost of £5.6 million. Many of the discussed supported bus services would be school related and would encompass private operators.

(c) In response to the recent A229 road closures officers raised that a lack of alternative routes had compounded issues. It was suggested that a wider discussion with the Cabinet Member for Highways and Transport take place outside the Cabinet Committee meeting to address the wider issues.

(d) Members queried if the walking and cycling members club would continue to exist. The Cabinet Member noted the request and suggested that an offline meeting occur with his Deputy Cabinet Member to discuss the matter further.

(e) Assurances were sought that the Travel Saver Scheme would continue with the new administration. Mr Osborne acknowledged the concern and would look to respond with a comprehensive answer at a later date.

RESOLVED to note the report

7. Introduction to Environment and Circular Economy
(Item 8)

Mr D Wimble - Cabinet Member for Environment introduced Mr M Smyth Director of Environment and Waste – were in attendance

1. Mr Wimble introduced the report with a brief overview that encompassed KCC's statutory requirements and included waste management and recycling, flood and coastal risk management, internal drainage, and energy security.

2. Additionally, the stewardship of farmland, green spaces, and countryside parks, was highlighted as vital for both biodiversity and community wellbeing. Heritage and conservation would also be key areas of focus and collaboration with a variety of stakeholders, including the Environment Agency, DEFRA, the National Farmers Union, and other government bodies, to ensure a coordinated and effective approach would be sought.

3. Mr Smyth expanded upon the report and discussed KCC's vital role in managing, protecting, and enhancing the environment. This would be achieved not only through the wide-ranging legislative duties and responsibilities, but also through KCC's unique ability to bring together partners, businesses, and residents to inspire a meaningful collective action.

4. Members queried aspects of the report:

(a)In response to concerns regarding a perceived deviation from the net zero action plan, Mr. Wimble reassured Members that the administration remained

committed to implementing best practice policies in pursuit of its environmental objectives.

(b)Members asked if the current administration's stance on climate change, its associated detrimental impacts and the possible abandonment of net zero targets. Mr Wimble clarified that the focus would be on reviewing the terminology of 'net zero' rather than altering any best policy practices. Mr Wimble affirmed his belief in climate change as an ongoing process that had occurred for thousands of years.

(c)Officers discussed the Environment Plan that addressed the key focus in identifying ways to generate additional income to support the delivery of KCC's green agenda. Green finance had been frequently discussed, and there was growing recognition that many investment firms would be actively seeking opportunities to invest in sustainable initiatives.

(d) A pivotal part of KCC's strategy would be to determine how best to access green finance. Opportunities such as the private sector or via public sector funding and possible central government support would be explored. Kent County Council could not deliver this agenda alone. KCC was already managing numerous statutory responsibilities and facing significant budgetary pressures. Securing external funding would be essential as a critical component of KCC's ability to achieve its environmental goals.

(e)Members raised concerns about recent changes to planning laws that affected house building and questioned how Kent County Council would work with district and borough councils to ensure that green spaces were preserved. Officers explained the number of statutory consultation processes that were in place to assist.

(f) Concerns were raised about the impact of kerbside collections on Kent County Council's costs. Officers informed Members that work had been undertaken closely with district and boroughs partners and had resulted in a collective partnership named the Kent Resource Partnership (KRP) being established. The KRP would conduct a review to explore potential cost savings through the implementation of a systems-based approach to waste management.

(g)Mr Smyth acknowledged Members' questions regarding the ECE budget and residual waste. He added that, following a review of the monetary figures, he would aim to provide concise responses to any questions that fell outside the scope of the current discussion.

(h)Members discussed the withdrawal of subsidies from Kent County Council to district councils. Officers explained that from a statutory perspective a County Council that had allowed district and borough councils to retain recyclable materials for their own processing would be required to pay them a 'recycling credit.' In Kent, borough councils collected the recyclable material but had transferred it to the County Council for processing and no statutory payment was required. The County Council would bear the cost of managing the material directly

(i) Officers explained that there were differing relationships between the county and the borough councils. Under the previous administration the view had been taken that payment arrangements between the county and borough councils would be ending, particularly in light of the evolving legislative landscape.

(j) Borough councils had been mandated to collect a broad range of materials at the kerbside, including five key recyclables. However, it was highlighted that limited government incentives had hindered efforts to significantly increase actual collection volumes.

(k) Previously, collection vehicles had reported the collection of materials such as glass, paper, and plastic, although collected loads had been lighter than anticipated. This had technically met obligations however, the aim now would be a more efficient collection process with vehicles loaded in full with recyclables.

RESOLVED to note the report

8. Petition Scheme Debate-Gravesend- Tilbury Ferry Service
(Item 9)

Mrs Rebecca Drake-Hopkins- (Lead Petitioner), Mr Osborne - Cabinet Member for Highways and Transport and Mr P Lightowler - Head of Public Transport - were in attendance

1. Mrs Drake-Hopkins presented her opening statement and highlighted the 2,400 responses to the petition for reinstatement of the Gravesend – Tilbury Ferry as an indication of how much this service had meant to the community. Aspects such as better promotion of the service, integration with public transport, and the positioning of the ferry as a tourist attraction could all help boost usage and revenue were discussed. Discussions on the speed of the ferry service and its environmental impact on the local area were raised.

2. Members debated the conflicting reports regarding the withdrawal of funding and highlighted the lack of match funding from Thurrock Borough Council. It was suggested that Thurrock had been willing to support the initiative. Members stated that differing accounts were publicly available online and would require clarification. Consultation feedback had indicated support for subsidising the ferry, although some statements had suggested that the working group had been exploring a number of subsidy-free options. Members suggested the importance of clarifying whether subsidies were still an option or if only non-subsidised models had been considered.

3. The discussion considered whether capital investment would be necessary to reinstate the service. It was also proposed that a model of a reduced service

of the provision could potentially enhance the feasibility of reinstatement. One option suggested would be to explore the viability of an operated service from Monday to Friday, between 7:00am and 6:00pm.

4. Members requested clarification on the circumstances that had led to the suspension of the service. Officers responded that Thurrock Council had formally indicated its intention to withdraw funding. As the contract had neared its conclusion and Kent County Council was unable to meet the full cost independently, the service would subsequently be allowed to lapse.

5. Members discussed that political pressure from stakeholders on the opposite side of the Thames estuary had prompted Thurrock Council to reconsider its position and express a renewed interest in the service. However, Members noted that by that stage, negotiating a new contract was no longer a feasible option.

6. The positive impacts of the working group that was currently in place was highlighted. The involvement of various authorities such as: The Thames Estuary Growth Board and the Port of London Authority added to the debate that there appeared to be genuine cross-estuary support for reinstating the service.

7. The Vice-Chair discussed the involvement of the Thames Estuary Growth Board and queried if the organisation would be prepared to contribute financially. Additionally, clarification on whether the ferries themselves would still be serviceable needed investigation. This vital information had not been captured in the current documentation. It was requested that the Cabinet Member and officers look into this aspect further.

8. Members discussed the user base of the ferry service and the vital role it had played in reducing pressure on the Dartford crossing. The paper also suggested unexplored opportunities to improve revenue with a potential option to engage with the private sector.

9. Mr Brady proposed, and Mr Hood seconded, that the previous decision be revisited and that work towards reinstating the Tilbury Ferry service in 2026 be undertaken. This was agreed unanimously.

10. Officers reflected on the developments that had occurred in 2023. Colleagues from Public Transport and Commissioning at KCC, together with partners in Thurrock, had been collaborating on plans for a replacement operating tender for the Gravesend–Tilbury ferry. Jetstream had previously operated the service.

11. The intention had been to award Jetstream a one-year extension from April 2024 onwards with a view to develop a longer-term tender. In November 2023 Thurrock informed KCC that they would no longer be able to fund the operation of the ferry crossing.

12. Officers suggested that reinstating the service now would come at a higher cost and Thurrock had confirmed that they would still be unable to co fund the initiative.

13. KCC had commissioned a study on behalf of this partnership to explore all options for the ferry service. The study reviewed the business case and examined other ferry models and had considered a range of potential solutions. The findings had been shared with the partnership.

14. Officers raised that any future service would still require a subsidy, and that the cost base would be different. Working with the Thames Estuary Growth Partnership Board to build a new funding model was underway and KCC had committed to contributing no less than the past commitment, in line with the previous administration's authorisation. KCC would also actively seek additional partners to help bridge the funding gap.

15. It was highlighted that a return of the ferry service would not be immediate, but officers remained hopeful. Ongoing developments across the Thames Estuary and on the Tilbury (Thurrock) side may lead to new contributions. Further meetings with the Estuary Board would soon take place and updates would be provided.

16. Officers acknowledged the long-standing efforts of Steve Pay who had supported the ferry service since the early 2000s. KCC had worked hard to keep the service going and it was indicated that officers had been reluctant to end the service. KCC would remain committed to restoring the vital link and had been fully aware of the impact its absence has had on those who rely on it. Mr Lightowler stated that efforts would continue with a future report to be brought to the cabinet committee.

17. The Chair noted that the Cabinet Member supported by officers would be required to respond to the recommendation in writing as per the petition scheme.

RESOLVED that the Committee recommend that the Cabinet Member revisit the previous decision and that work towards reinstating the Tilbury Ferry service in 2026 be undertaken.

9. Performance Dashboard
(Item 10)

Matt Wagner, Interim Chief Analyst; and Simon Jones, Corporate Director for Growth, Environment &Transport were in attendance for this item

1. Mr Wagner presented the Performance Dashboard. The update represented the final report for the 2024/25 financial year and incorporated proposals for Key Performance Indicators (KPIs) and targets for the current financial year. The cover paper was on pages 45–46 of the report pack, followed by a detailed performance dashboard.

2.In March, performance across the 17 monitored Key Performance Indicators (KPI) were as follows: 13 KPIs had been rated Green, indicating performance was at or above target. 3 KPIs were rated Amber, this indicated they would not meet target but had remained above the floor standard and 1 KPI had been rated Red, which had fallen below the floor standard.

3. Highways service demand which had been measured by new inquiries and ongoing works would close the year below expected levels. This followed after a period of elevated activity that occurred earlier in the year.

4. The volume of waste taken to Household Waste Recycling Centres (HWRC) continued to increase with the amount of total waste (Inc Doorstep collections by district and borough councils) having remained towards the higher end of expectations.

5.Several proposed changes to the reporting KPIs included:

(a) Update the target and floor standard for DT01, which measured the percentage of public inquiries for highways maintenance reported online.

(b) It was recommended that KPI (HT14) – *Priority inquiries completed within 20 working days or member inquiries* – be removed from the committee's performance monitoring framework. The responsibility for this KPI now lay with the Deputy Chief Executive's Department, which would not be represented at the Environment and Transport committee. As such, continued oversight of this indicator by this committee was no longer appropriate

(c) The targeted KPIs for EW2, which had encompassed greenhouse gas emissions from KCC estate services and traded companies, would now reduce emissions in line with the projected reductions across the wider KCC estate.

6. Members asked a range of questions about how future policy changes might impact KPIs. Officers responded that the KPIs and their associated targets had been developed before the new administration took office. It was acknowledged that any key decisions that could potentially shift the policy direction of the organisation be examined carefully and understood. Officers added that if such decisions were made, there would be a need to return to the committee to clarify any implications for future performance and KPIs.

7.Members highlighted that KPI (WM06) for household waste had continued to increase in tandem with the KPI (WM07) for the amount of waste that had found its way to the incinerator and being converted to energy. Members queried what actions had been taken at a county wide level to address the current increase and additional costs.

8. The need to work collaboratively and focus on the key areas of recycling were further expanded upon. It was discussed that every county, district, and borough council in the country would receive funding this year through the Extended Producer Responsibility (EPR) process. The major legislative changes that were implemented required companies that produced their own packaging to cover the cost of collection and disposal of their manufactured packaging.

9. The County Council was set to receive approximately £13 million this year. The previous administration had not allocated this funding directly into the budget. Instead, it had been placed into a ring-fenced reserve that would commit £1 million to behaviour change initiatives. One example of the use of funding was the rollout of bin stickers across the county. This had seen a 10–20% increase in the amount of food waste being correctly separated. The behaviour change programme would be working closely with district and borough colleagues and looked to explore further opportunities for action.

10. In response to required clarification raised on KPI (HD1) reported potholes repaired in 28 days (96%) and the definition of a repaired pothole. Mr Loosemore clarified that the report (96%) referred to the potholes that had been repaired within the timeframe of 28 days. Mr Loosemore suggested that a much more detailed analysis on how data was collected, and the operational process be collated and presented to Members at a later date to allow greater clarification on the matter.

11. In response to Members' queries about the removal of KPIs WM02 and WM04 it was confirmed that KCC was under no contractual obligation to supply wood for energy.

12. Mr Loosemore acknowledged Members' observations on the KPI trend of planned maintenance vs reactive maintenance and highlighted that the publication of the forward works program was time sensitive. Mr Loosemore noted that the KPIs did not always encompass a true reflection of the service as a whole and he would look to show in greater detail how the highway service was performing from a broader perspective.

13. Member queried the potential viability of removing the booking system currently employed at waste recycling centres. Mr Wimble noted that he had raised similar conversations when he had become incumbent to the role of Cabinet Member for environment. The Cabinet Member explained that the booking system had proved to be an efficient way of booking a slot, had prevented any mass attendance and allowed the workflow to move more productively at sites and prevent any harassment to staff due to delays.

14. Further questions were received on KCC's direct investment in waste recycling plants, Officers responded that KCC had contracted out all of its recycling process to a materials two recycling facilities.

RESOLVED to note the performance dashboard

10. 25/00050 - Ebbsfleet Development Company (EDC) Highway Landscaping Enhancement
(Item 11)

Mr P Osborne - Cabinet Member for Highways and Transport was in attendance.

1.Mr Osborne presented the decision paper on accepting funding from the Ebbsfleet Development Corporation (EDC) to deliver and enhance the visual appeal and arrival

experience for visitors to Ebbsfleet Garden City through landscape improvements at key highway verges and roundabouts.

2. It was highlighted that there was no additional financial burden on Kent County Council (KCC) for the delivery phase and future maintenance costs would be absorbed within existing KCC budgets.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

(i). Approval to enter into a funding agreement with EDC subject to the approval of the Corporate Director of Finance, Corporate & Strategic Services.

(ii). Approval to progress the detailed design and surveys for the project.

(iii). Approval to progress all statutory approvals or consents required for the schemes.

(iv). Approval to carry out any additional consultation with stakeholders required for the schemes.

(v). Approval to enter construction contracts as necessary for the delivery of the schemes.

(vi). Approval for any further decisions required to allow the scheme to progress through to delivery to be undertaken by the Corporate Director of Growth Environment and Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

11. 25/00051 - Local Highways Maintenance Support Contracts
(Item 12)

Mr P Osborne - Cabinet Member for Highways and Transport was in attendance.

1. Mr Osborne presented the item that sought approval for the commissioning of a new zero-based contract framework to support pothole repairs, patching, and resurfacing works at a local level, ensuring continuity of service as current contracts expired.

2. These contracts would carry no upfront financial commitment. The council would only pay after the successful delivery of work was completed and would significantly reduce any financial risk. The discussed contracts did not guarantee any volume of work and provided the council with the maximum flexibility to adapt to budgetary pressures and funding uncertainties. The annual expenditure under these contracts was expected to range between £6 million and £14 million.

3. Members questioned the efficiency of the previous subcontracting model in terms of time and budget and proposed the adoption of a more direct approach to the

commissioning of contractors that incorporated the new procurements acts goal of embedding additional social value.

4.Officers responded by expanding upon the comprehensive process of assessing contractors. Commissioning colleagues had provided support throughout the entirety of the evaluation and moderation process before any contracts would be awarded. Financial viability and performance capabilities all had to be demonstrated throughout the process and scored accordingly through to the tender process. Only once these phases had been completed and a cost was agreed on a price per quality basis would a contract then be awarded.

5.Members queried if contracts would now place a constraint on a contractor that had subcontracting works. Officers responded that, as part of the procurement process, contractors had been required to indicate in their tender submissions would intend to subcontract any aspects of the work. These aspects would be considered throughout the tender evaluation process.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

(i) APPROVE the procurement and contract award of zero value Local Highways Maintenance Support Contracts.

(ii) DELEGATE authority to the Corporate Director of Growth Environment & Transport in consultation with the Cabinet Member for Highways and Transport, to take relevant actions, including but not limited to, awarding, finalising the terms of and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision; and

(iii) DELEGATE authority to the Corporate Director of Growth Environment and Transport, in consultation with the Cabinet Member for Highways and Transport, to award extensions of the contracts in accordance with the relevant clauses within the contracts as shown at Appendix A.

12. 25/00052 - Receipt and processing of Organic Waste Contract Countywide *(Item 13)*

Mr Wimble- Cabinet Member for Environment presented the item

1. Mr Wimble presented the proposed procurement for the receipt and processing of organic waste across the entire county. The decision represented a significant step in ensuring that the council continued to meet statutory obligations as a waste disposal authority, while also supporting broader environmental objectives.

2. The new contract was scheduled to commence in April 2026 and would consolidate existing arrangements into a county-wide solution and was expected to deliver opportunities for innovation, improved efficiency, and greater value for money.

3. Members were encouraged to note the emphasis on maintaining flexibility in response to forthcoming waste reforms and the financial implications associated with the collection and processing of food and green waste.

4. Members asked if the extension of existing contracts would require further renumeration in light of the recent increase to National Insurance (NI) contributions and also queried on how far the council would be able to deviate costs and any increased risk of litigation.

5. Officers suggested that initial discussions with contractors had indicated that they were willing to adhere to the terms previously agreed. It was also discussed that updated contracts now included clauses that reflected the recent changes to national insurance contributions.

6. Members raised the need to work with districts to prevent green waste and food waste from being combined and driving costs up. In response to a question about whether the Extended Producer Responsibility (EPR) funding officers confirmed that this particular funding source could only be used for packaging waste and not organic matter. Members suggested that this funding streams exact use be explained via a paper at a later cabinet committee.

7. In relation to Section 3.2 on page 93, officers were asked to clarify what measures of education were in place help prevent green waste from failing to meet standards without pretreatment. Officers acknowledged the observation and would look to engage with customers within the HWLC sites, encouraging site staff to engage with the public to help reduce contamination.

8. Members asked for clarification that Kent's waste would be going directly to Kent waste centres and that no other county would be accessing these sites to dispose of waste. Officers acknowledged the concern Mr Jones highlighted how the booking system now acted as a control mechanism for access and that cross-border policies that were in place were subject to additional monitoring.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

(i) APPROVE the procurement and contract award of an organic waste contract for an initial 5 years, (plus an extension of up to 5 years) commencing 1st April 2026.

(ii) DELEGATE authority to the Director of Environment and Circular Economy to take relevant actions to facilitate the required procurement activity.

(iii) DELEGATE authority to the Director of Environment and Circular Economy in consultation with the Cabinet Member for Environment, to take relevant actions, including but not limited to, awarding, finalising the terms of and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision; and

(iv) DELEGATE authority to the Director of Environment and Circular Economy in consultation with the Cabinet Member for Environment to award extensions of the contract in accordance with the relevant clauses within the contract; as shown at Appendix A.

13. 25/00053 - Continuation of Household Waste & Recycling Centres and Waste Transfer Station Operation, Management and Haulage Contracts in East, Mid and West Kent.
(Item 14)

Mr Wimble- Cabinet Member for Environment presented the item, Susan Reddick was also in attendance

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1. Mr Wimble outlined the procurement of two contractual arrangements for the management and haulage services required at Kent's household waste and recycling centres, as well as its waste transfer stations. These contracts were currently held by FCC Environmental Limited and Commercial Services Kent Limited. The total budget allocated for these services was £14.6 million.

2. An 18-month extension had been previously agreed with both parties. However, several issues had since emerged and included the ongoing local government review, which had significantly increased the risk profile of the procurement process. As a result, KCC's ability to secure best value through a new procurement process was currently at risk.

3. It was recommended that a further 36-month extension to the existing contracts be approved. This would provide stability during the local government review period and enable the Council to continue delivering services within a known budget envelope over the next five years.

4. Members queried if all household waste recycling centres and waste transfer centres would remain open for the entirety of the contract, additionally querying if any views from the recent DOLGE Cabinet Member appointment had given any insights on the most efficient way of procuring the process and driving actions forward.

5. Mr Wimble confirmed that the number of waste transfer sites would remain unchanged and did not foresee any future closures. Mr Wimble acknowledged the question on the DOLGE Cabinet Member's involvement with contracts. Mr Chamberlain in addition explained that the current DOLGE aims would review

the processes applied to contracts to ensure they were as efficient as possible.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

(i) APPROVE the continuation of the current Household Waste Recycling Centre and Waste Transfer Station operation, management, and haulage contracts in Mid, East, and West Kent (SC18031 and SC18031/WK), by extending the existing arrangements from 18 months to a total of five years, as permitted under the contract terms. The revised contract period will now expire on 31st October 2030.

(ii) DELEGATE authority to the Director of Environment and Circular Economy in consultation with the Cabinet Member for (the Kent) Environment to award extensions of the contract in accordance with the relevant clauses within the contract as shown at Appendix A

14. Work Programme

(Item 15)

RESOLVED to note the work programme

KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Tuesday, 9 September 2025.

PRESENT: Mr J Defriend (Chair), Mr P Thomas (Vice-Chair), Mr A Brady, Mr M Brice Mr W Chapman, Mr B Fryer, Mr M A J Hood, Mrs S Hudson, Mr T Prater
Ms I Kemp, Mrs B Porter, Mr D Burns (Substitute for Mr Palmer), Mr Shonk (Substitute for Mr Waters) Mr Baker (Substitute for Mr Paul) and Mr Ford (Substitute for Mr Henderson)

ALSO PRESENT: Mr P Osborne (Cabinet Member for Transport) and Mr D Wimble (Cabinet Member for Environment)

IN ATTENDANCE: Chief Superintendent Simon Alland (Kent Police), Mr S Jones (Corporate Director for Growth Environment and Transport) Ms H Chughtai (Director of Highways and Transportation), Mr M Smyth (Director of Environment and Waste), Mr P Lightowler (Head of Public
Transport), Ms H Shulver (Head of Environment) Mr A Loosemore (Head of Highways) Mr M Wagner (Chief Analyst) Richard Emmett (Senior Highways Manager) Nikola Floodgate (Road Safety & Active Travel Group Manager) Jamie Watson (Senior Schemes Programme Manager) Mark Bunting (Vision Strategy Programme manager) Louise Smith (Flood and Water Manager) Susan Reddick (Head of Resource and Circular Economy) Tara O'Shea (Safer Speed & Enforcement Team Leader) Elizabeth Milne (Natural Environment & Coast Manager) Shane Bushall (Head of Service: Public Transport) Tim Read (Head of Transportation) Joseph Ratcliffe (Transport Strategy Manager) Matthew Feekings (Operations Manager) and James Willis (Democratic Services Officer)

UNRESTRICTED ITEMS

15. Apologies and Substitutes
(Item 2)

Apologies were received from Mr Palmer, Mr Henderson, Mr Waters and Mr Paul. Nominated substitutes were Mr Burns, Mr Shonk, Mr Baker and Mr Ford.

16. Declarations of Interest
(Item 3)

No declarations of interest were received.

17. Minutes of the meeting held on 17/07/2025
(Item 4)

RESOLVED that the minutes of the meeting held 17 July 2025 were a correct record and that a paper copy be signed by the Chair.

18. Performance Dashboard
(Item 5)

Mr M Wagner - Chief Analyst was in attendance

1.Mr Wagner presented the Performance Dashboard. The report represented the first report for the 2025/26 financial year. The cover paper was found on pages 17-18 of the reports pack followed by the detailed performance dashboard.

2. It was highlighted that by the end of June, 11 out of the 14 Key Performance Indicators (KPIs) were rated as green and had indicated a performance at or above the target level.

3. Two KPIs had not met the desired target but would remain above the floor standard and had been rated as amber. One KPI had not met the floor standard (HT02) and was rated as red. The noted red KPI was the ‘faults reported by the public that are not completed in 28 days’ descriptor.

4. A backlog of works were identified following the heavy rainfall and storm events that occurred in May and continued into June 2025. Monthly performance meetings would be held in an effort to improve the performance across all areas.

5. Demand for the Highway Service, measured by new inquiries, was observed to be below expected levels during the three months leading up to June. The number of potholes scheduled for repair had slightly exceeded the anticipated range.

6. Waste delivered to Household Waste and Recycling Centres (HWRC) continued to rise. Total waste volumes collected from doorsteps and by district and borough councils had remained within expected levels.

5. Members asked a number of questions on the presentation which included:

a) In response to a question about July/August trends and potholes repaired within the 28-day period officers noted that the report had been drafted at a time when July’s data had been not fully completed and available. KPIs tracked potholes that were reported 28 calendar days prior to the current month, meaning their expected completion date had fallen within that month.

In June, 1,214 potholes were scheduled for completion, and 95% of them had been completed either during June or earlier. A data analysis tool to measure the pothole metric and aid in greater understanding of the scheduled works was discussed.

b) It was highlighted that contractors would operate under a standard contract with a particular emphasis on the high-risk term maintenance agreement. All completed works would encompass a 12-month guarantee. If any defects arose within that period, the contractor would be required to rectify them at their own expense.

c) The majority of KCC repairs had taken place during the summer months, when conditions were more favourable for first-time permanent repairs. Completed repairs were expected to last a decade or more.

d) Members suggested a clearer and more concise signposting be added to reporting to indicate which repairs had been completed, as well as to identify any temporary repairs scheduled to become permanent to alleviate frustrations from the public and towards KCC. Officers noted the recommendation and highlighted the use of the highways publication media to convey an accurate message across.

e) Questions directed at KPI EW2 'Greenhouse gas emissions' had demonstrated the success of how the KCC estate had been managed. Concerns were raised on the current administration's commitment on the decarbonisation strategy and a potential scrapping of Net Zero commitments. The Cabinet Member for Environment acknowledged the concern and responded that KCC would continue to purse best practice.

f) The impact of named storm events and subsequent floods in Dover and Canterbury were discussed. Members acknowledged the discussion and suggested some improvements were to be made to the data presented at future committees as to not be impacted by data 'lags' and look to show percentile impacts in a clear and concise manner.

g) Members recognised a growing concern regarding the increased number of emergency road and footpath incidents reported across the county. It was suggested that a roundtable offline meeting occur with stakeholders take place to discuss the current impacts and bring back any findings to committee at a later date.

h) Members returned to concerns on KPI HT02 and suggested that the current proactive drain management was insufficient. Members proposed an improved proactive schedule dedicated to drain clearing be explored. Officers acknowledged a need to change the current service standard to one that reflect ed the desired changes. Further conversations with the respective Cabinet Member would need to occur to discuss the consequences of the any potential changes.

i) Discussions emphasised concerns on the frequency of drain jetting and the removal of perennial weeds. Members asked that the frequency of these actions such as the twice-yearly removal of weeds be reviewed. Officers acknowledged the requests and suggested further discussions take place to encompass Members requests and review current policy.

RESOLVED to note the Performance Dashboard

19. Winter Service Policy
(Item 6)

Mr P Osborne - Cabinet Member for Highways and Transport presented the item. Richard Emmett-Senior Highways Manager and Andrew Loosemore -Head of Highways were also in attendance.

1) Mr Loosemore highlighted that the attached paper provided a brief overview of the previous winter season (24/25). A total of 57 salting runs had been undertaken, compared with the budgeted 66. Notably, 99% of all gritting runs were completed on time.

2) The forthcoming budget was emphasised, with the full winter service allocation already secured. Route optimisation had been completed across the various gritting domains to ensure the most efficient coverage and deployment of resources.

3) Over 3,000 salt bins were now available across the county. While there were no current proposals to amend figures, location reviews had been conducted to assess their suitability.

4) Winter resilience data indicated that KCC currently held 23,000 tonnes of salt, exceeding the minimum requirement of 16,800 tonnes. It was stressed that the surplus had provided KCC with considerable resilience across the network.

5) No proposed changes were observed in the winter service policy.

6) Members asked a number of questions relating to the update:

   a) Members asked for clarification on point 2.1 and asked if there had been a significant increase in the year's budget compared to the previous year. Mr Loosemore responded that the final figure between the years wasn't available in the report but would be made available to Members. It was also highlighted the costs would likely have gone up in line with price indexation and inflationary rates.

   b) In response to questions regarding the responsibility for salt bins—including ensuring they are topped up, secure, and their locations are known—officers discussed previous efforts to mark bins, and the challenges associated with maintaining accurate records on the Graphic Information system (GIS) system. Salt bins had been recorded on the KCC GIS mapping software and empty bins would be refilled when required. Restocking of salt bins were overseen by Highways Inspectors who patrol and respond to the current status of each bin.

   c) Members reported that salt bins had previously been subjected to break-ins and proposed that officers circulate a map of bin locations. This would enable Members to support efforts in monitoring and safeguarding the bins within their respective districts.

   d) Members inquired on KCC responsiveness to issues such as burst water mains, particularly during winter, and whether the Council had the authority to fine service providers responsible for such disruptions across the network. Officers explained that such incidents are typically identified by inspectors and drivers through routine monitoring. Any recharges to utility companies

would be managed on a case-by-case basis, although such occurrences were noted to be relatively uncommon

e) In response to cost-related queries, it was confirmed that salt prices had remained relatively stable over time. Contractors were responsible for purchasing salt directly, and it was not considered a significant expense within the overall budget.

RESOLVED to note the Winter Service Policy Update

20. 25/00062 - Active Travel Funding Grant (ATF5 -Tranche 5) - Capital & Revenue
(Item 7)

Mr P Osborne - Cabinet Member for Highways and Transport presented the item. Nikola Floodgate-Road Safety & Active Travel Group Manager and Jamie Watson-Senior Schemes Programme Manager were also in attendance.

1) KCC had been awarded £1.86 Million from Active Travel England under the Active Travel Fund Tranche 5(ATF5) to develop and construct active travel schemes throughout the county.

2) Funding was based on £1.67 million in capital and £250,000 in revenue and was based on population and capability ratings. Schemes had been selected through consultation with districts and boroughs and had been reviewed by the Members Cycling and Walking groups (MCW) and would be overseen by the Cabinet Member for Highways and transport.

3) A cross-party working group, in collaboration with Highways and Transportation, would oversee the delivery of development schemes funded entirely by a designated grant. No additional Council funding would be required.

4) All development schemes would be completed by 31 March 2026, with construction targeted to be finalized by 31 March 2027. The Council would ensure full compliance with legal obligations, including procurement regulations, health and safety standards, and equality duties.

5) Members raised concerns that no borough Members had seen the schemes due to the recent Joint Transport Board being cancelled (JTB) or it not being included on the agenda. Mr Prater highlighted a lack of scrutiny around the programmes that had made the ATF list.

6) A significant number of applications had been submitted from across the county, and decisions would be made to fully fund, partially fund, or reject schemes. Members suggested that there had been a lack of visibility at certain points of the process.

7) The paper referenced a list of schemes submitted by districts and boroughs (Section 1.4), which Members had not seen. Section 1.5 stated that the list

had been shared and that the officer's approach was endorsed at the 11 March meeting.

8) It was noted that several Members were absent from the meeting held on 11 March. Additionally, neither the list of schemes nor the proposed approach was presented at the recent MCW meeting.

9) Members raised queries regarding section 1.6, specifically the selection of tabled schemes and the exclusion criteria applied to others. Concerns were expressed that the prioritisation methodology had not been subject to adequate scrutiny, and that district travel teams were unaware of the schemes presented. Members indicated that there had been a lack of transparency and communication surrounding the item.

10) Officers responded to Members 'concerns raised at last week's MCW meeting. It was noted that an Officer had offered to arrange a follow-up session to guide Members through the background and decision-making process related to the discussed tranche of funding.

11) As outlined in the paper, many of the decisions and discussions occurred under the previous administration. Officers confirmed their willingness to attend any Joint Transportation Board (JTB) across the county to provide an overview of the Active Travel Programme. The offer has already been accepted by several districts and boroughs. Colleagues from Folkestone and Hythe had received a full briefing on the projects, and KCC would continue to maintain ongoing dialogue with district partners.

12) Officers indicated that they would be happy to have a detailed conversation with any Member regarding the schemes that were approved, those that were not, and the current status of each project within its design journey. These schemes had evolved from initial concept through various development stages, and officers welcomed Member input throughout the process.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

1. APPROVE the acceptance of the Active Travel Fund (ATF5) Grant award and the deployment of the grant funding in accordance with the grant conditions to take the ATF5 projects through their various stages of scheme development and delivery.

2. DELEGATE authority to the Corporate Director of Growth, Environment and Transport in consultation with the Cabinet Member for Highways and Transport and the S151 Officer to agree to enter into the necessary grant agreements.

3. DELEGATE authority to the Corporate Director of Growth, Environment and Transport to deploy and manage the grant allocation funding to take the ATF5 projects through their various stages of scheme development and delivery.

4. DELEGATE authority to the Corporate Director of Growth, Environment and Transport in consultation with the Cabinet Member and S151 Officer, to accept and deploy future years funding allocations of the grant, providing it is on similar terms.

5. DELEGATE authority to Director of Infrastructure to progress and complete all relevant construction property and Compulsory Purchase Orders as necessary to deliver the schemes

6. DELEGATE authority to the Corporate Director of Growth, Environment and Transport to take other necessary actions, including but not limited to entering into contracts or other legal agreements, as required to implement the decision as shown at Appendix A.

21. 25/00063 - National Driver Offender Retraining Scheme Courses (NDORS)
(Item 8)

Mr P Osborne - Cabinet Member for Highways and Transport presented the item. Mark Bunting-Vision Strategy Programme Manager was also in attendance.

1. The decision related to the continued delivery of the Endorsed National Driver Offender Retraining Scheme (NDORS) in strategic partnership with Kent Police. The Kent Driver Education Team was licensed by the national governing body to deliver behaviour-correcting courses for referred offenders. The team was regularly audited and had received excellent feedback for both the quality of its work and the robustness of its operational processes.

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2. The NDORS programme would be delivered at zero cost to Kent County Council. Offenders would be referred via the Police and would be responsible for covering the full cost of the course, meaning no financial burden would be placed on the council.

3. The delivery of courses would play a vital role in KCC's broader Vision Zero Safe System-based road safety strategy, particularly under the "Safer Behaviours" pillar. The aim would be to address and correct unsafe driving behaviours in a constructive and educational manner.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

1. The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways & Transport to give approval to continue to operate NDORS in partnership with Kent Police to 31 March 2030 in line with the terms of the Memorandum of Understanding (MOU) as shown at Appendix A.

22. 25/00064 - Consolidated Active Travel Funding Grant (CATF -Tranche 6) - Capital & Revenue
(Item 9)

Mr P Osborne - Cabinet Member for Highways and Transport presented the item. Nikola Floodgate- Road Safety & Active Travel Group Manager and Jamie Watson- Senior Schemes Programme Manager were also in attendance.

1. KCC had been awarded £5.7 Million from the Consolidated Active Travel Fund (CATF) to aid in the construction of active travel schemes aimed at enhancing, walking and cycling infrastructures

2. The revenue grant must be committed by 31 March 2026 and delivered by September 2026. The capital grant would be committed by March 2026 and spent by March 2028. The Council would ensure all compliance with legal and statutory requirements including procurement and quality duties.

3. Members congratulated the Officers on the hard work that had been completed in bringing the CATF to fruition.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

1. APPROVE the acceptance of the Consolidated Active Travel Fund (CATF) Grant award and the deployment of the grant funding in accordance with the grant conditions to take the CATF activities and projects through their various stages of scheme development and delivery.

2. DELEGATE authority to the Corporate Director of Growth, Environment and Transport in consultation with the Cabinet Member for Highways and Transport and the S151 Officer to agree to enter into the necessary grant agreements.

3. DELEGATE authority to the Corporate Director of Growth, Environment and Transport to deploy and manage the grant allocation funding to take the CATF activities and projects through their various stages of scheme development and delivery

4. DELEGATE authority to the Corporate Director of Growth, Environment and Transport in consultation with the Cabinet Member and S151 Officer, to accept and deploy future years funding allocations of the grant, providing it is on similar terms.

5. DELEGATE authority to Director of Infrastructure to progress and complete all relevant construction property and Compulsory Purchase Orders as necessary to deliver the schemes.

6. DELEGATE authority to the Corporate Director of Growth, Environment and Transport to take other necessary actions, including but not limited to entering into contracts or other legal agreements, as required to implement the decision as shown at Appendix A.

23. 25/00066 - Internal Drainage Board Expansion
(Item 10)

Mr D Wimble - Cabinet Member for Environment presented the item. Louise Smith- Flood and Water Manager was also in attendance

1) Mr Wimble explained that Kent County Council in its position as both a stakeholder and a statutory consultee had been invited to support the expansion of the River Stour Internal Drainage Board (IDB) and the trial expansion of the Upper Medway Internal Drainage Board.

2) It was explained that Internal Drainage Boards were independent public bodies governed by a mix of elected and appointed members and included representatives from district councils and local landowners. The core responsibilities included the management of water levels, land drainage, and flood risk. They operated in close coordination with KCC—as the Lead Local Flood Authority—and the Environment Agency.

3) The geographic boundaries of each IDB had aligned with flood risk extents that were determined by Environment Agency modelling. Wider catchment areas outside the current IDB boundaries could significantly influence water level management and flood risks within the districts. Members discussed the need for a broader oversight and proactive maintenance support to aid in driving the request for expansion.

4) Expansion would enable IDBs to be better positioned to respond to planning consultations, deliver flood risk mitigation and water management projects, and undertake enforcement activities more effectively.

5) The River Stour IDB proposed a full expansion to cover the entire River Stour catchment. The Upper Medway IDB would seek a pilot expansion across selected sub-catchment areas by working in partnership with KCC under a Professional Services Corporation Agreement (PSCA). The partnership had enabled shared resources and a collaborative delivery of flood risk management initiatives, including natural flood management projects, aimed at enhancing protection for local communities.

6) Members raised concerns regarding the recent Water Summit held on 3 September, particularly its potential to duplicate work already underway within existing committees. Mr Wimble acknowledged these concerns and clarified that the summit was an exploratory session involving key stakeholders aimed at establishing a strategic pathway for water management across Kent. At the current stage the summit would not be open to the public as its current purpose was to define the scope and parameters of the overarching group

7) Members asked if the discussed decision would improve the resilience of surface water drainage, groundwater resources and aid in the reduction of flooding. Officers responded that it would be beneficial on all the points raised.

8) IDBs would be required to submit their proposals to the Department for Environment, Food and Rural affairs (DEFRA), which held the authority to approve any expansion plans. Any additional charges or financial implications that arose from the expansion would be reviewed and approved by DEFRA. Should further clarity be required Officers would look to engage directly with the IDBs to seek additional information and would report back to the committee with a detailed update.

9) Members raised concerns on the proposals potential extra cost to taxpayers across a number of the county's districts. Officers acknowledged the concerns and discussed that many of the areas proposed for expansion were already partially covered by the IDB. District councils would only experience a minimal additional financial impact.

10) Members asked if reassurance on how efficiencies would benefit KCC. Officers indicated that notable cost efficiencies could be achieved through staff resourcing, with personnel potentially redeployed to externally funded projects. The expansion would present a valuable opportunity to strengthen partnership working between the IDB and highways teams.

11) It was noted that Mr Prater abstained from the decision

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for (the Kent) Environment agree to:

1. ENDORSE the proposed expansion of the River Stour Internal Drainage Board District and

2. ENDORSE the trial expansion of the Upper Medway Internal Drainage Board and the joint working arrangement between the Upper Medway Internal Drainage Board and Kent County Council as Lead Local Flood Authority as shown at Appendix A.

24. 25/00067 - Procurement for the Receipt and Processing of Paper and Card Waste Contract Countywide - CN260429
(Item 11)

Mr D Wimble - Cabinet Member for Environment presented the item. Matthew Smyth-Director for Environment and Circular Economy and Susan Reddick-Head of Resource Management and Circular Economy were in attendance

1) Kent County Council had prepared to launch a new countywide contract for the receipt and processing of paper and card waste scheduled to begin on 1 December 2026. The contract would replace the existing arrangements which were due to expire.

2) The proposed contract would run for five years, with an option to extend for a further two years. It would be income-generating and tendered as a single lot.

The contract would incorporate social value commitments and include a benchmarking pricing system to ensure optimal environmental outcomes aligned with Kent's sustainability goals.

3) Members requested greater clarity on the social value aspects of the proposed contract. Officers highlighted opportunities for local employment, particularly in areas with existing infrastructure such as Kent's paper mills. Officers referenced apprenticeship schemes aimed at supporting skills development and long-term career pathways. Additionally, emphasis was placed on supporting local environmental initiatives and ensured that community-led sustainability efforts were recognised and actively encouraged.

4) In response to Members questions, Officers clarified that dry paper was more economically viable than wet paper which had been difficult and sometimes impossible to recycle.

5) Officers had indicated their intention to return to a future committee to facilitate a broader discussion on the collaborative work currently underway with district and borough councils. Future engagement would provide an opportunity to review progress, share insights, and ensure that Kent County Council continued to deliver best value for the Kent taxpayer.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for (the Kent) Environment agree to:

1) APPROVE the procurement and contract award of a paper and card recycling contract for an initial 5 years (plus an extension of up to 2 years).

2) DELEGATE authority to the Director of Environment and Circular Economy to take relevant actions to facilitate the required procurement activity.

3) DELEGATE authority to the Director of Environment and Circular Economy, in consultation with the Cabinet Member for Environment, to take relevant actions including but not limited to awarding, finalising the terms of and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision; and

4) DELEGATE authority to the Director of Environment and Circular Economy, in consultation with the Cabinet Member for Environment, to award extensions of the contract in accordance with the relevant clauses within the contract as shown at Appendix A.

25. Kent and Medway Safety Camera Partnership Overview

(Item 12)

Tara O'Shea-Safer Speed & Enforcement Team Leader presented the item – Chief Superintendent Simon Alland of Kent Police was also in attendance.

1) The report highlighted the 53 mobile cameras sites across all networks. These included speed cameras, red light cameras and average speed cameras.

2) One of the most significant achievements of the partnership had been a sustained and measurable improvement to road safety. Over the past 20 years camera-monitored locations had seen an average reduction of 48% in the most severe injury crashes. The observed reductions had reinforced the importance of continued investment into the systems.

3) In 2016 the partnership had initiated a programme to upgrade outdated wet film cameras to a modern digital enforcement camera system. The transition was aimed to improve reliability, data accuracy, and long-term operational efficiency. The upgraded process was successfully completed in 2023 and would ensure that all enforcement tools were now fit for purpose and had strengthened the overall enforcement strategy.

4) It was recognised that revenue generated from speeding fines was not retained by local authorities as all funds were directed to the treasury's consolidated fund. It was stated that there was limited financial incentive for enforcement at the local level. When new traffic camera sites were proposed, local authorities would be then required to self-fund both the capital investment and ongoing operational costs. Overall expenses would be typically covered through the authority's existing Local Transport Plan allocation (LTP).

5) Enforcement required the full support of Kent Police in terms of back-office processing. Maintenance responsibilities would be shared by the relevant highway authority. Cost would be offset through the NDORS scheme. Officers highlighted the ongoing efforts to support a data-driven, community-responsive approach focused on saving lives.

6) Members expressed concern over the recent rise in anti-social driving behaviours and the challenges faced when reporting problematic areas. Officers clarified that responsibility for the placement of traffic camera sites would rest with the local highway authorities.

7) Mr Prater proposed that an annual report be presented to the cabinet committee to review the number of traffic offences recorded across the county and would enable a clearer understanding of functioning and non-functioning cameras, as well as identify key traffic issue hotspots. The Member also highlighted the challenges encountered when requesting statistics for specific camera sites.

8) Officers acknowledged Members frustrations in regard to the availability of offence data and confirmed that the supporting Kent County Council website would soon be updated to include the required information. Chief Superintendent Alland also addressed Members' concerns, noting that police-related data for specific districts would be made available upon request.

9) The discussion explored proactive versus reactive approaches to preventing road traffic accidents. Members raised concerns regarding budget constraints, the process for reviewing camera placements, the volume of funds directed to

central government from enforcement activities, and the financial implications of installing additional cameras.

10) Officers responded by emphasising the need for a more agile and targeted approach to road safety. Financial resources would be reviewed to support the development of a camera deployment programme. A collaborative review of crash sites and areas of concern would be undertaken jointly by Kent Police and KCC. It was clarified that decisions regarding camera placements rest with the local authority, subject to review by Kent Police and the Department for Transport. (DfT)

11) Members suggested that lobbying central government could help enable traffic cameras to become more self-funded. In response, Officers noted that a group of transport professionals had recently submitted a document to government that proposed that revenue from fines be redistributed in a way that more comprehensively supported both local authorities and the Police.

RESOLVED to note the Kent and Medway Safety Camera Partnership Overview

26. 25/00068 - Folkestone and Hythe Waste Transfer Station - Delivery Options Report
(Item 13)

Mr D Wimble - Cabinet Member for Environment presented the item. Matthew Smyth- Director for Environment and Circular Economy and Charlotte Smith were in attendance

1) The paper referenced a key decision to allocate capital budget for the construction of a new waste transfer station at Junction 11 on the M20. The current waste facilities in Folkestone and Hythe would be insufficient to manage the volume of waste generated by existing housing levels.

2) Funding had been supported through the KCC capital budget and alongside contributions from district partners. Planning permission for the site had been granted in August 2025.

3) A budget gap had been identified, which had presented a challenge to moving forward with construction. The paper presented a review of the available options to close the identified budget gap and enable delivery of the essential waste infrastructure.

4) Following a detailed options appraisal option three had been identified as the preferred approach. Option three proposed to extend the developer contribution collection period from 2030 to 2040 and would align with Kent County Council's published housing-led forecasts.

5) Officers highlighted KCC's statutory responsibility to provide a suitable waste infrastructure for the district to deliver.

6) Members requested clarification regarding the £6 million borrowing referenced in the paper. Officers confirmed that the figure had related to existing, already-

budgeted borrowing and did not represent any additional borrowing beyond what had previously been approved.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for (the Kent) Environment agree to:

1) PROCEED with option 3, which is to utilise waste reserve funds to close the budget gap and extend the developer contribution collection period to 2040, thus allowing the continuation of development of the site near junction 11 of the M20.

2) DELEGATE authority to the Cabinet Member for (the Kent) Environment to approve the capital funding for this project and to the Director of Infrastructure to approve the purchase of the land.

3) DELEGATE authority to the Director of Environment and Circular Economy in consultation with the Cabinet Member for Environment, to take relevant actions, including but not limited to, awarding, finalising the terms of and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision as shown at Appendix A.

27. 25/00075 - Kent and Medway Local Nature Recovery Strategy
(Item 14)

Mr D Wimble - Cabinet Member for Environment presented the item. Matthew Smyth- Director for Environment and Circular Economy and Elizabeth Milne Natural Environment and Coast Manager- were in attendance

1) The strategy was part of a national initiative that would encompass 48 Local Nature Recovery Strategy (LNRSs) being developed across England. The discussed strategies would form the backbone of the National Nature Recovery Network.

2) The Nature Recovery Network would be a key mechanism for delivering on the Environment Act 2021 commitment to halt the decline of nature and work towards the targets that had been published in 2022. The development of the LNRS for Kent and Medway would be funded through a grant from DEFRA, which had formally appointed KCC as the responsible authority.

3) Development of the strategy would follow the statute guidance set by DEFRA. Strategies would align and create a wider network countrywide. Strategies would look to identify the priorities for nature recovery and the potential measures to be implemented.

4) Collaboration with stakeholders and delivery partners had ensured an opportunity to fully input the strategic development. The strategy had also identified a number of priority species that would need to be considered.

5) Over the course of the development of the work over 20 workshops had been held with over 900 individuals attending. Over 250 different organisations were also represented.

6) The discussed strategy was centred around ten key ambitions; each reflected the core priorities and outlined potential measures for exploration. A public consultation was held in January and had received 330 responses. It was suggested that this demonstrated a strong support for the proposed measures and confirmed alignment with stakeholder expectations.

7) While certain amendments had been made to the broader details of the strategy, it was noted that the core founding principles remained unchanged.

8) KCC was required to submit the final strategy to all planning authorities nationwide, as well as to Natural England, initiating a 28-day review period. The process provided an opportunity for issuing a public advisory notice. The review commenced on 1st September and was scheduled to conclude on 29th September. To date no major issues had been identified.

9) Officers responded to the members questions on returning wildlife species. It was indicated that 30 of the county wildlife recorders was to be used to identify the 141 species of taxa would be targeted. No invasive species was to be introduced.

10) Members raised concerns regarding the Council's capacity to implement the proposed strategies. Officers clarified that the strategy was led by DEFRA and not by Kent County Council. The responsibility for delivery laid with DEFRA, while KCC would hold a supporting role as the responsible authority. Officers recommended that progress updates be presented at future Committee meetings.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for (the Kent) Environment agree to

1) APPROVE and ADOPT the Kent and Medway Local Nature Recovery Strategy, developed by Kent County Council as the Responsible Authority under the Environment Act 2021, subject to the formal endorsement by relevant supporting authorities

2) DELEGATE authority to the Director for Environment and Circular Economy in conjunction with the Kent and Medway Local Nature Recovery Strategy Board to publish the strategy and take any necessary actions to support its implementation and associated monitoring functions.

3) DELEGATE authority to the Director for Environment and Circular Economy in conjunction with the Kent and Medway Local Nature Recovery Strategy Board in consultation with the Cabinet member for Environment to make non-substantive revisions or updates to the strategy as appropriate during its lifetime

4) DELEGATE authority to the Director for Environment and Circular Economy to take relevant actions, including but not limited to finalising the terms of, and entering into required contracts or other legal agreements, as necessary to implement the decision as shown at Appendix A.

28. 25/00078 - To extend current DPS framework SS 15096 Supported Local Bus & Home to School Transport
(Item 15)

Mr P Osborne - Cabinet Member for Highways and Transport presented the item. Philip Lightowler-Head of Public Transport and Shane Bushall-Head of Service: Public Transport were also in attendance

1) Mr Lightowler opened the discussion that would encompass decisions 2500078 and 79 respectively. The Dynamic Purchasing System (DPS) framework for procuring transport services had been in place since 2016. The DPS had allowed suppliers to register on a closed framework and be procured contractually.

2) The DPS systems allowed a 'procure compliant' ability to procure tenders in blocks. The DPS would accommodate larger tendering such as supportive bus services and also a more flexible response to individual requirements.

3) Procurement times using the DPS had facilitated a faster response which would be required in supporting functions such as adult's social care. Currently there were 400 active suppliers throughout Kent, with the local supportive bus mainstream homeschool transport having 40 providers currently.

4) As the 2026 extension point for the current procurement arrangements approached work had taken place with colleagues in Commissioning and Procurement to explore options for either extending or replacing the existing framework. The review had been shaped by the introduction of the Public Procurement Act 2023, which would bring significant changes to how the public sector procurement would be structured. Notably, the Act would not provide a direct replacement of DPS frameworks.

5) The Dynamic Market option had been explored as an alternative but was deemed to lack the flexibility and scope to deliver services. The two DPS Frameworks (78 and 79) in line with received legal advice would look to be extended until February 2029.

6) The remarked extension would allow for the day to day running of services to remain intact and allow collaborative works to take place with Commissioning and Procurement colleagues to source an alternative commercial strategy.

7) Members highlighted concerns on inflated costs and asked Officers on how the council would combat the rising costs. Officers acknowledged the concern and the rising costs associated with Specialist and Complex Needs (SCN) transport. A substantial increase in demand had grown from 2,500 -3,000 clients to over 6,500.

8) The increased costs of contracts had been addressed and targeted works would be underway to review and address these pricing structures. It was discussed that the current frameworks in place would remain the most effective method for tendering transport services.

9) Over the past 12 to 18 months, KCC had undertook a strategic project to address the growing challenges associated with Special Educational Needs (SEN) transport. A major advancement had been the introduction of a new scheduling package, which would help to streamline service planning and improve overall operational efficiency.

10) From 2017 onwards, the council had experienced a sharp and sustained increase in the demand for SEN transport. A positive aspect was that there had been early signs that demand may be beginning to plateau. If current measures continued to take effect there could be cautious optimism that demand could begin to stabilise or even decline over time.

11) Work would be focused on addressing cost pressures, particularly around high-cost contracts and unit pricing. Financial aspect would remain a priority, and the team would be actively engaged in identifying efficiencies and ensuring value for money.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

1) EXTEND the current DPS framework for SS15096 Supported Local Bus & Home to School Transport from its current expiry of 31st December 2026 to 23rd February 2029.

2) ENABLE the development of an appropriate commercial strategy, taking account of the procurement options available under Procurement Act 2023.

3) DELEGATE authority to the Director of Growth, Environment and Transport to approve the DPS extension report, as prepared by Commissioning and Procurement.

4) DELEGATE authority to the Corporate Director of Growth, Environment and Transport to take other necessary actions, including but not limited to entering into contracts or other legal agreements, as required to implement the decision as shown at Appendix A

29. 25/00079 - To extend current DPS framework SS15124 Home to School Transport (taxi)
(Item 16)

1) Items discussed in combination with Key Decision 2500078.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

1) EXTEND the current DPS framework for the Home to School Transport (taxi) SS 15124 from its current expiry of 31st October 2026 to 23rd February 2029.

2) ENABLE the development of an appropriate commercial strategy, taking account of the procurement options available under Procurement Act 2023.

3) DELEGATE authority to the Director of Growth, Environment and Transport to approve the DPS extension report, as prepared by Commissioning and Procurement.

4) DELEGATE authority to the Corporate Director of Growth, Environment and Transport to take other necessary actions, including but not limited to entering into contracts or other legal agreements, as required to implement the decision as shown at Appendix A.

30. 25/00080 - Transport for the South East - KCC endorsement of Transport Strategy for the South East
(Item 17)

Mr P Osborne - Cabinet Member for Highways and Transport presented the item. Tim Read-Head of Transportation and Joseph Ratcliffe-Transport Strategy Manager were also in attendance

1) Mr Ratcliffe highlighted Kent County Council's involvement with Transport for the South East (TfSE), which commenced in 2017. Over the years, several key decisions have been made in relation to the partnership's strategies and policies.

2) In 2024, TfSE updated its transport strategy (Section 2) and carried out a public consultation from December 2024 to March 2025. The results of the consultation were presented in Section 3

3) Kent County Council responded to the consultation as a constituent member of the partnership and was satisfied that its comments had been addressed. KCC had recommended endorsing the new Transport Strategy of TfSE, as outlined in the proposed decision

4) Members queried on how KCC had benefited from the partnership with TfSE. Officers outlined that KCC had made a financial contribution to the partnership of £58,000 a year. The contribution would allow KCC continued access to ongoing research, information and intelligence and additionally access to regional transports models. It was also noted that if KCC choose not to participate in the TfSE partnership, it would be the only county in the country not represented within a sub-national transport body.

5) The integrity and credibility brought by the TFSE partnership had been instrumental in strengthening bids for external funding, including those submitted to the Department for Transport (DfT) and other national bodies.

KCC would not have achieved the same level of success without the added weight and authority that the collaboration provided. The partnership lends substance and legitimacy to proposals and reinforced KCC's strategic intent and operational capability.

6) Members asked additional questions regarding if similar partnerships were available for Kent County Council (KCC) to explore. Officers indicated that previous suggestions that involved a network of the home counties around London had been considered but ultimately not pursued.

7) It was observed that the Cabinet Member for Highways and Transport would represent KCC at the upcoming TfSE Board meeting, scheduled for 27 October. The Board would vote on whether to endorse the proposed strategy.

8) The vote would be cast in accordance with the decision proposed by the leader of the Council, as outlined in the accompanying documentation. If the decision were not to endorse the strategy the position would then be reflected in KCC's vote capacity at the TfSE Board meeting.

9) Voting on the TfSE board was weighted by population and gave KCC the largest share of votes as the most populous county in the partnership. However, KCC does not hold a veto option and if KCC voted against the strategy it may still be adopted if a majority of partner authorities were to vote in its favour.

RESOLVED to endorse the proposed decision, namely:

That the Cabinet Member for Highways and Transport agree to:

1. ENDORSE the new Transport Strategy for the South East prepared by Transport for the South East (TfSE) and support TfSE with its implementation; and

2. DELEGATE authority to the Corporate Director Growth, Environment and Transport, in consultation with the Cabinet Member for Highways and Transport, to take the actions required to support TfSE with the implementation of the strategy, subject to the Council's decision-making procedures.

3. DELEGATE authority to the Corporate Director Growth, Environment and Transport to take other necessary actions, including but not limited to entering into contracts or other legal agreements, as required to implement the decision

31. Work Programme

(Item 18)

RESOLVED to note the work programme.

(a) **FIELD**
(b) **FIELD_TITLE**